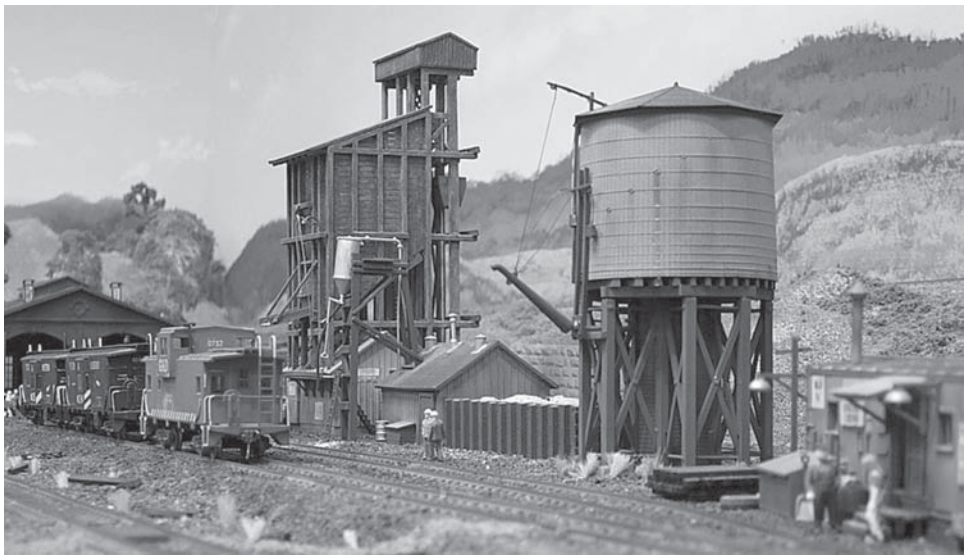
The Marker Lamp

Volume 51 **Number 1** **Winter 2005**



The Engine facilities at Lockheed Martin Recreation Association Railroad Club's Layout come visit it during the LSR Convention

Make Plans to attend the Lone Star Region Convention in Fort Worth June 1-5, 2005!

In This Issue

President's Message	3
Trustee's Report	4
Secretary Treasure Report	5
1950's Freight Car Fleet	6
Cowtown Limited	8
Registration Form	9
Hobby Shop Corner	11
Director's Reports	12
LSR Contest	15
Malcolm Vordenbaum	15
Up The Track	16
Building My First Model	17
From The Past	18
Elf Stories	19

The Marker Lamp

The Official Publication of
The Lone Star Region of The
National Model
Railroad Association

Volume 51, Number 1

EDITOR
CHUCK LIND
507 Kyle Avenue
College Station, Texas 77840
(979) 696-8862
E-mail: cr-lind@tamu.edu

ADVERTISING & MAILING LIST
Elbert Smith
518 Granada Drive
Garland, Texas 75043-5118
(972) 681-0117
E-mail: barbelsmith@earthlink.net

Visit the LSR's web page at:
www.lonestarregion.com

The editorial policy of **The Marker Lamp**, the official publication of **The Lone Star Region**, shall be to contribute, wherever possible, to the promotion, growth and understanding of the hobby of Model Railroading, within the confines of good taste and responsibility.

The Marker Lamp is published once each quarter by and for the members of **The Lone Star Region** of **The National Model Railroad Association**.

Articles appearing in **The Marker Lamp** are the opinions of the authors and do not necessarily reflect the position or policies of the officers or membership of **The Lone Star Region** or **The National Model Railroad Association**.

Address all correspondence, news, photos and drawings to the editor. All material will be gladly accepted and will be used depending on the availability of space and suitability of material. None will be returned unless a stamped, self-addressed envelope is provided.

Correspondence relating to Pike Ads, Dealer Ads, Address Changes and requests for extra copies should be addressed to **Elbert Smith 518 Granada Drive, Garland, Texas 75043-5118. (972) 681-0117**

2004 Submission Deadlines & Advertising Closing Dates

Winter Issue.....January 15
Spring Issue .....April 15
Summer Issue.....July 15
Fall Issue.....October 15

Mailing Date:
Approx. 30 Days After Deadline.
Materials received after the deadline will be held for the next issue unless the author requests otherwise.

Lone Star Region Call Board

LSR Officers

PRESIDENT
JAMES E. PACKER, MMR
3405 San Bar Lane
Colleyville, Texas 76034-8661
(817) 514-7291
E-mail: jim.packer@sbcglobal.net

VICE-PRESIDENT
GERALD H. SCHOENBERG
1039 Clinton Street
Carrollton, Texas 75007-4828
(972) 242-9053
E-mail: arrjerry@aol.com

SECRETARY-EMERITUS
EUNICE LINDA
3028 Cumberland
Waco, Texas 76707-1219
(254) 754-5535
E-mail: jlinda@hot.rr.com

SECRETARY-TREASURER
Elbert Smith
518 Granada Drive
Garland, Texas 75043-5118
(972) 681-0117
E-mail: barbelsmith@earthlink.net

TRUSTEE
JAMES E. PACKER, MMR
3405 San Bar Lane
Colleyville, Texas 76034-8661
(817) 514-7291
E-mail: jim.packer@sbcglobal.net

LSR Directors At Large

DIRECTOR-AT-LARGE
ROBERT (BOB) BRAY
1820 Spruce Lane
Benbrook, Texas 76126-3910
(817) 249-4965
E-mail: robert.l.bray@lmco.com

DIRECTOR-AT-LARGE
LOREN NEUFELD,MMR
9821 Oboe
Houston, Texas 77025-4707
(713) 666-8451
E-mail: lorenmr@aol.com

DIRECTOR-AT-LARGE
Wm. B. (BILL) DRYDEN, JR.
3125 Noble Lane
Garland, Texas 75044
(972) 414-8058
E-mail: bdr149@airmail.net

LSR Division Directors

COWCATCHER DIVISION (1)
JAMES (JIM) L. HOWARD
807 Keller Avenue
Benbrook, Texas 76126-3537
(817) 249-2361
E-mail: snrsarge@mesh.net

BAYOU DIVISION (2)
JACK GREEN
1265 Cornerstone Drive
Baton Rouge, Louisiana 70810
225-767-4692
E-mail: jwg3rd@aol.com

NORTH EAST TEXAS DIVISION (3)
BILL MCPHERSON
4402 Vista Creek Drive
Rowlett, Texas 75088-1818
(972) 463-9721
E-mail: tpbill@attglobal.net

CEN-TEX DIVISION (4)
ROBERT B. (BOB) ALSTON, JR.
3405 Southwinds
Lorena, Texas 76655
(254) 857-3906
E-mail: drtrainrba@aol.com

DIVISION (5)
RONALD KUTCH
3611 Chicago Avenue
Lubbock, Texas 79407-4067
(806) 795-7517
E-mail: rkutch@hotmail.com

DIVISION (6)
DOYLE P. BOND. MMR
12470 Starcrest Drive, Apt. 318
San Antonio, Texas 78216
(210) 494-6663
E-mail: doyle.p.bond@att.net

DIVISION (7)
DON P. KIMMELL
9132 Mansfield Road
Shreveport, Louisiana 71118
(318) 798-7718
E-mail: prrdpkjr@msn.com

TEXAS GULF DIVISION (8)
JIM LONG, MMR
2404 Creek Ridge
Pearland, Texas 77581-5728
(281) 482-4987
E-mail: (none)

LSR Chairs

ACHIEVEMENT PROGRAM
AL BOOS, MMR
130 Surrey Lane
Universal City, Texas 78148-3938
(210) 658-4548
E-mail: AandVBoos3@aol.com

CONVENTION
BILL MCPHERSON
4402 Vista Creek Drive
Rowlett, Texas 75088-1818
(972) 463-9721
E-mail: tpbill@attglobal.net

EVENTS
JOHN HAWKINS
1723 Shuford's Court
Lewisville, Texas 75067
(972) 221-1250
E-mail: je.hawkins@comcast.net

MEMBERSHIP
CHARLIE KIRK
7407 Fair Oaks Ave
Dallas, Texas 75231
(214) 373-7217
E-mail: chaki@swbell.net

NON-RAIL
VIRGINIA FREITAG
1835 Alta Vista
Houston, Texas 77023-2503
(713) 926-2993
E-mail: vgfreitag@msn.com

PUBLICATIONS/EDITOR
CHUCK LIND, MMR
507 Kyle Avenue
College Station, Texas 77840
(979)696-8862
E-mail: cr-lind@tamu.edu

HISTORIAN
JIM LONG, MMR
2404 Creek Ridge
Pearland, Texas 77581-5728
(281) 482-4987
E-mail: (none)

PARLIAMENTARIAN
ED N. McCAMEY
Rt. 6 Box 11A-TW
Wills Point, Texas 75169-9717
(903) 560-0666
E-mail: emccamey@cheerful.com

WEB SITE
DUANE RICHARDSON
1122 Holland Drive
Garland, Texas 75040
(972) 495-6375
E-mail:
duane@purgatoryanddevilriver.com

EDUCATIONAL CHAIR
JOHN HAWKINS
1723 Shuford's Court
Lewisville, Texas 75067
(972) 221-1250
E-mail: je.hawkins@comcast.net

CONTEST
LOREN NEUFELD, MMR
9821 Oboe
Houston, Texas 77025--4707
(713) 666-8451
E-mail: lorenmr@aol.com

DISPATCHER N/HO-SCALE CARS
EUNICE LINDA
3028 Cumberland
Waco, Texas 76707-1219
(254) 754-5535
E-mail: jlinda@hot.rr.com

NOMINATIONS
JOHN C. LINDA
3028 Cumberland
Waco, Texas 76707-1219
(254) 754-5535
E-mail: jlinda@hot.rr.com

PHOTOGRAPHY
MARK L. SCHROEDER
233 Kenmar Drive
San Antonio, Texas 78220-1609
(210) 333-1008
E-mail: mschroeder1@satx.rr.com

YOUTH
ROBERT (BOB) F. STANDLEY
P.O. Box 1116
Bastrop, Texas 78602-1116
(512) 303-1533
E-mail:
observationcar@earthlink.net

President's Message

by Jim Packer, MMR

I recently attended a meeting of the planning committee for the 2005 LSR Convention to be held in Fort Worth June 1-June 5. Plans are well under way, and we should have another really fine convention this year. I hope you will start making plans now to attend. You will be glad you did.

This would be a good time to encourage other model railroaders you know to join the NMRA, which today includes automatic membership in the LSR, and get them involved. We would welcome new members to the convention. That would be a great place to introduce them to our organization and show them what a great time we have at the annual conventions. Perhaps they might even be encouraged to bring something for the contest.

I would also encourage you who are established members to bring something for the contest. If you have never entered anything before, or if haven't you earned 87 ½ points out of a possible 125 on an entry, you can qualify for consideration for the Novice Best of Show award. The important thing is that you bring something of your work to share with others.

As a reminder, the deadline for submitting your name to John Linda, LSR Nominating Committee Chair for the Spring elections in rapidly approaching. You should turn in a biography sheet by March 1. Bio. forms are available on the LSR website. The LSR will be looking for candidates for President, Vice-President, Secretary, Treasurer, and Division Director for Divisions 1, 3, 5, and 7.

I recently received a message from Jan Kutch, wife of Ron Kutch, our Division 5 Director. Ron has had a stroke and then passed away on January 6, 2005. Please keep Jan in your prayers through this dificult time. I have put out a call for candidates from Division 5. If you think you would be interested in serving the Region and your Division in this capacity, please get in touch with John.

In addition, there will be a number of constitutional issues on the ballot that will need your approval. These changes will be needed to bring the LSR in line with the changes in the NMRA Regulations approved under the vote last year on the Long Range Plan. All regions must be brought into compliance before September 1, 2005, the date that the "single member" aspect of the Long Range Plan becomes effective.

I am pleased to announce that the LSR has a new Master Model Railroader, Ned Spiller of Grand Prairie. Ned is MMR #343. Ned is number 30 on the list of LSR members who have achieved this level of accomplishment. More will follow in the future. Perhaps the next one will be you! Maybe you have already done the work. Maybe the only thing keeping you from putting MMR after your name is filling out some forms. Al Boos, Region Achievement Program Chairman, will be more than happy to help you submit the materials needed to qualify for any of the eleven achievement awards. Get seven of them, selected from four categories, and you will be an MMR. I don't mean to oversimplify the process, but it is definitely worth the effort.

I realize that by the time you read this, is will be old news, but let me take this opportunity to wish you a Happy New Year. May your life and your modeling both bring you satisfaction and pleasure in 2005. And don't forget to have fun with your model railroading!

View from the Spar Pole

By Chuck Lind, MMR

Cannot believe we are starting a new year already. This issue starts Volume 51 Number 1 and I cannot believe that it has been 2 ½ years now since Jim Packer did some arm twisting to get me to take this job. It has been and continues to be a fun job working with the members of the Lone Star Region. I must also thank those who are always there to help me, especially Terry and Tracy Mitchell with their modeling tips and Carl Lester with his Hobby Shop Corner, along with all the Officers and Directors who send their contributions. Now for the plea, this is ***your newsletter*** so send me your articles and I will get them published is a timely manner.

It has been a busy time, since the last newsletter, working on the railroad. I have started a few more projects as well as finishing up a couple that have been on my workbench way too long. I completed laying the mainline for the Tall Pine Lumber Company in November, so now the task of wiring begins.

In December I approached my wife, Laurie, about going to Chama to ride the Christmas train with our granddaughter. Let's see 16 hours of driving each way for a 2 hour train ride, sounds OK to me. Laurie liked the idea so I purchased our tickets and we headed off to Chama to ride the train. The Cumbres and Toltec Railroad and the town of Chama really made the weekend special. Everyplace you went they were serving cookies (homemade), hot chocolate, and coffee. After visiting the shops and station, talk about a sugar high. No way the kids would sleep on the train! The idea for the trip came from a book one of the locals had written in Chama, *Cinder Bear and the Christmas Train.* The trips starts with volunteers reading the story in each car before the train leaves the station. This way the rest of the trip will make sense to the kids. Then, with a blast from the whistle the train was on its way. Cinder Bear and Santa boarded the train half way through the journey and strolled thru the train, visiting young and old alike. The day was beautiful, about 30 degrees. They even added an open car on the end for the "crazy's" which was full for most of the trip. All too soon the trip was over and the train pulled back into the depot and we turned ourselves back toward Texas.

As I mentioned in the first part of this article Tracy and Terry have writing with me from the time I took over and have not missed an issue or deadline until this one. On January 6th their mother, Lucille, passed away after an extended illness. Please keep their family in your prayers as they go through this difficult time. Their column will return in the next issue.

Trustee's Report

By Jim Packer

I have just returned from the annual mid-year meeting of the NMRA Board of Trustees, held January 13-15 in Phoenix. The meeting was intense and many items were discussed, but I am happy to report that there was a spirit of cooperation that had been missing from the last several meetings. This was the last meeting of the Trustees, since the new Regulations of the NMRA provide for a 9 member Board of Directors, rather than the 18 members of the Board of Trustees. Several of the members were attending their only meeting, having been newly elected as Trustees, but to serve only until the July meeting of the new Board of Directors.

Some sweeping changes to the NMRA were passed, and there were quite a few amendments to the way business will be conducted, including several that will directly impact the LSR. I am pleased to report that some of the issues that have been of significant concern to the LSR have been resolved in a manner that will serve to benefit our operations. It would be difficult to outline all of the actions taken, but I will attempt to give you the highlights.

Under the system that has been in effect during the last several years, both NMRA dues and LSR dues have been collected at the same time by the NMRA, with $6.00 collected for LSR dues. The NMRA has then kept $1.00 to pay certain administrative expenses and returned $5.00 to the region. Although the LSR board had determined several years ago that we needed $6.00 to operate, we have only been getting $5.00. Under the newly revised system, we will no longer be charged the $1.00 fee. Additionally, the NMRA will now send the region $2.00 per member to cover the cost of mandated services to members, such as expenses incurred by elections and the Achievement Program. Although there was a move toward eliminating the new Legacy class of membership, that move failed. However, recognizing that those members of the NMRA living within the geographical area will still need to be serviced by the region for those mandated items, the $2.00 will be distributed to the regions for all dues paying members, Life Members and honorary Life Members, whether they opt for Legacy status or not. The immediate effect of this change will be a distribution from the NMRA to the Lone Star Region of approximately $3100.00 per year, based on current membership numbers.

NMRA dues have been re-defined and the actual cost of producing Scale Rails and the NMRA Bulletin has been used to set these numbers. A member who chooses to belong to the NMRA without a subscription will pay $33.00/year. Members who don't subscribe to Scale Rails will receive the Bulletin by electronic distribution and other methods yet to be determined. Based on actual cost figures, the price for a subscription will be $12.00. Whereas the actual cost of the publication runs a little over $19.00, advertising pays for the difference. The total cost of membership will remain $45.00, as it has previously been.

A little known temporary program called "Rail Pass Membership" has been extended for one year, to expire September 1, 2006. Under the Rail Pass program, a first time new member can sign up for a trial membership of 6 months for $9.95, to include a subscription to Scale Rails and NMRA Bulletin. This one time membership also entitles the new member to attend the national convention, at the full price of registration. Renewal will be at regular rates.

An important new element that the LSR has fought for unsuccessfully over the last two years has been approved. Under this amendment, "the cost for the Regional publication allowance will be a single rate for the first year (new member only) that is uniform across the NMRA in North America and will be set by the Regional Advisory Council. The appropriate fees collected through this process will be remunerated to the Regions." What this provides is a fixed dollar amount, to be established by representatives of all of the regions, to be printed on the membership applications for the *first year membership only.* In subsequent years, the amount each region will require for their region activities, including the region subscription, will be collected and forwarded to the region Treasurer. Each region will determine the amount that their region will need and notify the NMRA, so that the database can include this information. This will eliminate the necessity for the regions to collect a separate sum of money in addition to the "single membership," single dues program established by the Long Range Plan.

Two major changes in the NMRA have also been passed by this board. Under a motion from the Trustee of the Australasian Region, seconded by the Trustee from the British Region, an entirely new relationship will be established between the NMRA and the members in Canada, the British Region, and the Australasian Region. These areas will now become a "franchise" operation in which they will establish and collect their own dues and will handle much of their administrative requirements. They will pay their pro rata share of the actual cost of certain NMRA programs and will pay subscription rates based on the actual cost of delivering the publications to those areas. The Trustees from these regions stressed that with the extreme fluctuations in the monetary exchange rate over the last several years, operating under the former system has offered many challenges and had likely cost them in the recruitment of new members. In addition, working with Chattanooga when you live in Australia is difficult. A phone call during offices hours in Tennessee required that it be placed in the middle of the night in Australia!

A second major change, one that will affect U.S. members, is the discontinuation of the Life Member program. The Life Membership program, although based on actuarial tables, has not supported itself, and has been costing more than it has produced for a number of years. The perception is that every new Life Member would serve to further undermine the financial strength of the association. Although the general desire of the members was to terminate the program immediately, the board decided that any member who had requested a rate quote from the NMRA since November 16, 2004, would be given the opportunity to buy a life membership no later than March 15, 2005. All existing life memberships will continue in force as contracted through the lifetime of those members.

Continued on page 5

Continued from page 4

These modifications to the NMRA have required the LSR Board of Directors to re-write certain portions of the LSR By-Laws and submit to the LSR members some amendments to the LSR Constitution. I hope you will vote to approve these changes proposed on the LSR ballot you will receive later this spring. It is important that you understand that the issues you will be asked to vote on are an outgrowth of the Long Range Plan, and the items must be approved for the LSR to continue to operate.

This spring you will also receive a ballot in the NMRA Bulletin, a section in Scale Rails. This ballot will ask you to vote on one of four candidates for Director of the Western District of the NMRA. I hope you will read the bios on each of the candidates and exercise your obligation and right to vote.

Dallas Mini - Convention

Saturday, April 2, 2005

9:00 a.m. to 2:00 p.m.

Good Shepherd Episcopal School — Kincaid Pavilion
4200 Northaven Road at Midway Road — North Dallas

- **Model Judging using NMRA Achievement Program Criteria**
- **Clinics**
- **Swap Tables**

Admission LSR members - $3.00 Non-LSR members - $4.00
Children under 12 - Free

Swap Table Fees LSR Members - $3.00 Non-LSR Members - $4.00
First-Come Basis Limit of 2 Tables per Person-Advance Payment Required - Use Form Below - No Refunds

Contact Bill McPherson, LSR Division 3 Director. For more information: 4402 Vista Creek Drive, Rowlett, TX 75088
(972) 463-9721 E-Mail tpbill@attglobal.net

Please mail this Early Registration Form with payment to the above address.

Name _____

Address _____ LSR Division _____

City _____ St._____ Zip _____

Phone _____

No. of Swap Tables _____ Please make checks payable to Bill McPherson

Secretary/Treasurer's Report

by Elbert Smith

LSR Financial Condition:

For the three months ending December 31, 2004.

Beginning Total Gen. Fund (Oct. 1)		$6,067.33
Beginning Div. 1 Sub-Account		$236.06
Beginning LSR Gen. Fund Balance		$5,831.27
Income		
Ad, Dealer	$60.00	
Ad, Pike	56.00	
LSR Car Sales	265.70	
LSR Dues	467.50	
Vanguard (CD Fund)	51.82	
Vanguard (Convention Fund)	38.19	
Vanguard (Life Fund)	36.80	
Subtotal$976.01		
Disbursements		
Cars – 2004 (refund to member)	$2.00	
Cars, Shipping	3.85	
Convention 2005 Advance	1000.00	
Dues Overpayment Refunds	26.00	
LSR Dues Forward to NMRA	20.00	
Marker Lamp Postage	115.70	
Marker Lamp Printing	600.50	
Life Member Patches	162.37	
Subtotal	$1,940.42	
Ending Total Gen. Fund		$5,102.92
Ending Div. 1Sub-Account		$236.06
Ending LSR Gen. Fund Balance		$4,866.86
Total LSR Net Worth – All Accounts		**$38,636.98**

The LSR membership roll listed 683 members on January 1, 2005.

Please welcome these new members and invite them into your Division's activities.

Edwin Grain, Fort Worth, TX
Wendy Wilkinson, Bedford, TX
Terry Geske, Baton Rouge, LA
John Soule, Austin, TX
Paul Mathis, San Antonio, TX
Paul Domis, Dallas, TX
Harold McDonald, Elgin, TX
Pete Chimney, The Woodlands, TX
Lee Guerra, Houston, TX
Randy Bynum, Double Oak, TX
Thomas George, Houston, TX
Steven Pawlow, Commerce, TX
Michael Pittmon, Longview, TX
Fred Armstrong, Houston, TX
G. Ross Graham, Horseshoe Bay, TX

Determining a1950's Freight Car Fleet

by Michael G. Weiss

Background and disclaimers

The initial work on this topic was a project I did for the South Side Railroad Modelers club to determine freight car distribution that might be found in Texas in the 1950's. The club is modeling a freelance railroad, the South Side and Rio Mesa. With a focus on operation the club wanted to assemble a freight car roster with some prototypical authenticity.

This article is meant to offer guidance for the modeler interested in the 1950 era. The railroad fleet is not constant, so someone modeling a different time period will need different data, although the method can be the same. This article is not the final and authoritative statement on the topic. I have tried to present accurate figures, but more knowledgeable modelers may find errors in my statements and data.

For more current information, a good starting point is an article about freight cars in the January 2004 issue of *Trains* magazine that presents data on distribution of car types.
Finally, this is not a paper on statistics. The nature of the topic requires examination of data, and tables are presented for information and illustration of examples.

Based on Prototype Information

As a starting point for the club layout, I examined the January, 1953, *Official Railway Equipment Register* reproduction offered a few years ago by the NMRA. The results of this effort are shown in Table 1. For each of the railroads that came near Dallas, the number of various types of cars is listed. Underneath that number is the percent that type of car is of the total freight car fleet for the particular railroad. For example, the Santa Fe had 7,259 stock cars of all types which were 9.4% of all freight cars of the Santa Fe.

Numbers of each type of car are totaled, and the total percent figure indicates the portion each type is of the total number listed. There are 5,045 covered hoppers in the survey, which is 2.0% of all the cars, including refrigerator cars, or 2.1% of the total excluding refrigerator cars. Note that tank cars are not included. As discussed below, virtually all tank cars were private owner cars.

You should consider the industrial base for your railroad to see if that can affect the types of cars. While it is obvious that the Norfolk and Western will have a large percentage of hopper cars, it may not be so obvious that a smaller railroad such as the Monon will have a higher than average percentage of gondolas, actually 25% of its total fleet (see Table 2). The reason for this is that the Monon served many quarries in Indiana and gondolas were used to ship large blocks of rock. Tables 1 through 4 consider only the railroad owned fleets. In addition, there were large numbers of private owner cars, cars whose reporting marks end in X. During this era. the vast majority of tank cars and many refrigerator cars were owned by private companies not by the railroads (although the railroads owned some of these companies, e.g. the SP and UP owning Pacific Fruit Express). Some private owner cars were owned by the end users, others were owned by leasing companies who leased the cars to an end user. Table 5 shows some major private owner fleets.

What if a similar tabulation for your railroad doesn't include enough of your favorite cars? If you like the bright refrigerator cars, but don't have a major produce terminal, what do you do? You can run solid through trains of reefers that pass over your trackage on their way from points west to other parts of the nation. Similarly you can have other cars that may not fit easily into your specific geographical area or industrial mix by including them in through trains or by serving as the bridge between two other railroads so you switch these cars from one interchange to another.

As railroads carried a great deal of supplies and products of the chemical and petroleum industries in this time period, some tank cars should be present on almost every layout. The table shows the most common tank cars were those of the Union Tank Car Company, General American Tank Line and Shippers' Car Line Corporation. Unfortunately, models of these cars are not produced in the same ratios of tank car models as found on the prototype. Therefore a realistic tank car fleet might involve black paint and decals.

For refrigerators, Pacific Fruit Express had the largest fleet. Nevertheless, other cars would be used for shipments of agricultural products from other regions of the country or for shipments of meat. The listing should provide guidance to the selection of cars that might have been found in various geographical areas of the country.

Based on Layout Information

Suppose you do not have access to prototype information, or you have a specialized layout such as a switching or industrial layout?

· On a small switching layout, the cars types and names will be somewhat dictated by the industries served.

· A shortline may not have many cars of its own, and again it may serve a few dominant customers. (On the other hand — in the December 2003 *Model Railroader* Prototype Information column, someone asks about the AOK railroad. This is the Arkansas-Oklahoma RR, Inc. which has 18,337 cars. Not bad for a class 3 railroad which leases 69.6 miles of former Rock Island track.)

· When per diem cars were popular, some short lines had large fleets that they in essence rented out to other railroads.

· A specialized railroad, such as a lumber or mining railroad will have limited types of cars, the majority of which might be home road.

Distribution By Railroad

In his book *How to OPERATE your Model Railroad*, Bruce Chubb discusses the composition of the freight car fleet by railroad. A consensus opinion of prototype yardmasters and an editor of *Model Railroader* magazine is that a typical mix of road names would be 50% *home road*, 25% *primary connecting* railroads, 15% *secondary connecting* railroads and 10% *other* railroads and private owners. This is not a hard and fast rule, and Chubb points out that other percentage formulas (e.g. 40/30/20/10, 40/25/20/15, 35/25/20/20), can also provide a realistic look.

Continued on page 7

Continued from page 6

How do you determine primary and secondary connecting roads? If you model a prototype, you can find interchange points by looking in a railroad atlas or in the *ORER* which provides a listing of freight connections and junction points. The *ORER* also indicates if freight connections are via an intermediate railroad. If you are a freelance modeler, determine where your railroad runs, and, again look at a railroad atlas.

Generally there were multiple junctions or interchanges between two railroads. For example, the shortline Georgia and Florida RR had 5 connections with the Atlantic Coast Line, 3 with Seaboard Air Line, 3 with the Southern (one of which was via the SAL) out of 24 total and the Great Northern had 7 connections to the C&NW, one via another railroad, and 60 with the Northern Pacific, 3 via intermediaries.

Since your railroad could have many connections, it might not be possible to include cars from all connecting roads. One solution is to use the railroads that have the most connections with yours.

An example

Let's look at an example to try to tie this all together. My goal is to have a railroad similar to the Wabash or Nickel Plate. It will run from Cleveland, Ohio, to Kansas City. Like the Nickel Plate, but unlike the Wabash, my railroad will stay on the south side of the Great Lakes.

Step 1: Distribution by Car Type

To determine the possible car distribution, I added car totals from the Nickel Plate, Wabash, New York Central and several granger railroads as shown. The average of these gives a starting distribution by car type. For the purpose of this exercise, I assumed I will have a good sized layout, so I chose a fleet of 160 cars.

Since the tabulated distributions do not include tank cars or refrigerator cars, and I want a good number of each, I used 140 as my "tankless reeferless" base, getting the fleet shown in 1a. I adjusted this to reduce the number of hopper cars, increase covered hoppers and add in tank cars and refrigerator cars and got the distribution shown in 1b.

Step 2: Distribution by Railroad

Looking at the Wabash and Nickel Plate "Freight Connections and Junction Points" in my *ORER*, I generated the table shown in Step 2 using the railroads that had multiple interchanges with the Wabash and Nickel Plate. I took the most common interchanges and estimated how many my railroad would have, resulting in the final column showing distribution of connecting railroads. To keep things simple, I assume *secondary connecting* railroads are almost any not a primary. My method assumes the percentage of cars from interchange depends more on the number of interchange points and less on the actual number of cars owned by the connecting railroads, an assumption that some may argue with, but certainly one which simplifies everything.

I considered three ratios similar to those in the Chubb book, combining the categories of *secondary connecting* and *other*. I liked the 25% *home road*, 45% *primary connecting* and 30% *other*. This gave me the breakdown of cars by railroad.

Step 3: Putting It All Together

Knowing the distribution of cars I want and the source of 70% of these cars, I manipulated figures and came up with the final table. Note there is still plenty of opportunity to add cars from a variety of railroads.

This is one example of using available information to develop a logical fleet of cars. You can perform a similar analysis no matter what era you are modeling using similar prototype information. It would be difficult to complete this without a spreadsheet to handle the calculations, but it could be done. I wish you all luck with developing a roster for your own railroad.

Editors note; Maichel Weiss has referenced and furnished several tables to go along with this article. Due to the space liminations in the Marker Lamp these tables are posted on the website at the same location the on-line newsletters are posted. Please check the website at www.lonestarregion.com for these very helpful tables that he references. Thank you.

* * Elect Jack Hamilton * *

Director, Western Division, NMRA

Ballots are in the February

Scale Rails

Your vote *will* make a difference!

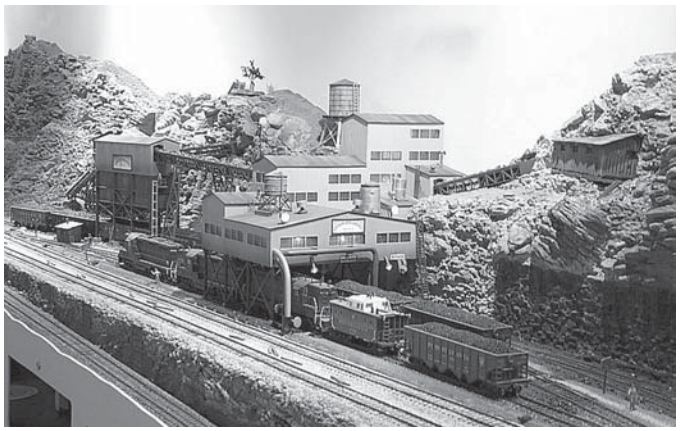
I appreciate your support.

Paid Advertisment

El Diablo Gorge on the Lockheed Martin layout

Cowtown Limited June 1-5, 2005

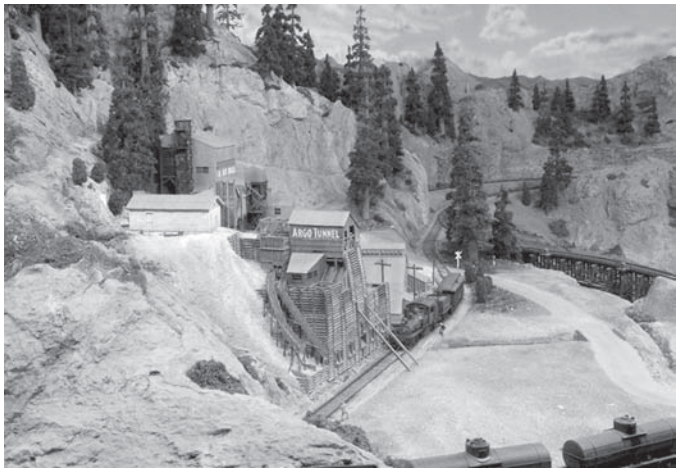
The annual LSR Convention will be held this year in Fort Worth starting on the 1st of June through the 5th. Mark your calendars now and plan to attend. The convention has been named the Cowtown Limited and many of the activities at the convention will have a western flavor.



Jerry Schoenberg's Pennsy layout one of many on the tour

The Cowtown Limited convention will be held at the Fort Worth Holiday Inn North which is located just a few miles North of downtown Fort Worth on I35W. The hotel rate will be $70 a night which includes breakfast in the hotel restaurant. The hotel is guaranteeing rooms for us until the 2nd of May. After that, the convention rate will only be available if rooms are available. So make your reservations early. Making reservations can be made by calling the hotels main number 817-925-9911 or 817-759-7614. Be sure and ask for the Model Railroad Group or Cowtown Limited (June 1-5, 2005) rate when making your reservation. Remember, when making lodging

Jim Packer's Argo Tunnel area of his layout



reservations, it is important that you stay at the convention hotel. In order to use all the space required to hold the convention, the convention has to guarantee so many room nights. If we do not meet the minimum room nights the cost of the convention space increases.

Here is what is planned for this year's convention. The convention will start on Wednesday evening with clinics, including non-rail activies and operating sessions at area layouts. Thursday we will have clinics and non-rail activities all day. There will be additional operating sessions on Thursday evening. Friday will continue with clinics and non-rail activities. Also in the works are a couple of special events. At the moment they are not firmed up so watch the convention web site for information on these events. Saturday will be home layout tours, prototype tours and clinics. In addition there will be the usual contests, auctions and other displays.

Following are several of the special events planned. This year we will be having two special layout tours. We are calling these events the Dallas Area and Fort Worth Area Top Layout tours. The Fort Worth tour will be on Friday and the Dallas tour will be on Saturday. These are extra fare as transportation will be furnished. The tours will visit some of the areas top layouts as well a local hobby shop. Space will be limited so sign up early. Some of the layouts on these tours will not be on the Saturday self guided tours.

Clinics: Jerry Schoenberg Clinics Chair

The Cowtown Limited crew is dedicated to bringing you a great assortment of clinics for this year's LSR convention. A total of thirty eight (38) hours of training is planned by experts in many fields.

Currently we have commitments for clinics from Joe Barnhart, Mike Barrett, Al Boos, Tom Browning, Phil Chamberlain, David Davis, Gil Freitag, Charles Goodrich, Keith Gutierrez, Jerry Hoverson, Lee Johnson, Lloyd Keyser, Cecil Lasiter, Chuck Lind, John Lowrance, Tracy Mitchell, Ben Pearlman, Paul Richardson, and Dale Schmidtbleicher,

When people ask me why they should come to a convention, the word "clinics" is always one of my reasons. Think of it! Most of the clinicians are Master Model Railroaders and, of course, give clinics on their specialties. For this reason alone, you can get expert training on topics that you can choose. Entrepreneurs and manufacturers are also part of this year's clinicians. Look for the topics to be covered on our website - http://webpages.charter.net/dobbsp/lsr05.htm and plan to come with pencil, paper and questions.

Jim Norwood's HO Scale railroad

Non-Rail:

This year the Non-Rail activities are being planned by a committee of four wonderful individuals. They are Julia Davis,

Continued on page 11

Come Celebrate Model Railroading
LSR Cowtown Limited Convention
June 1st thru 5th - 2005

EARLY REGISTRATION ENDS APRIL 15TH, 2005 (SEE NOTE)

Name of PRIMARY REGISTRANT: _____ Date: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____/_____

Phone #: (_____) _____ Email: _____

NMRA Membership #: _____ Exp Date: _____ LSR #: _____ Exp Date: _____

Primary Registrant to Check only ONE of A, B or C:

A: ___ Current NMRA Member and Region Member:
$60 Primary Registrant. (**$70** after April 15th)

B: ___ Current NMRA without regional affiliation (includes Lone Star Region Membership for one year)
$66 Primary Registrant. (**$76** after April 15th)

C: ___ Non-Member (includes NMRA & Lone Star Region Membership for one year:
$83 Primary Registrant: (**$93** after April 15th)

NOTE: Early Registration Fee is **$60**
After April 15th Base Fee is **$70**
Sign-up now & save $10.

Please clearly print your name below as you want it to appear on your registration badge if different from above:

Badge name: _____

For family members with the same address as the Primary Registrant (no NMRA membership requirements).

$60/**$70** after April 15th - Adult family member (Badge Name): _____

$60/**$70** after April 15th - Adult family member (Badge Name): _____

$15 Minor child **6** thru 1**8** - Excludes Meals (Badge Name): _____

$15 Minor child **6** thru 1**8** - Excludes Meals (Badge Name): _____

$25 Special Day Registration Fee (Badge Name): _____

Other COSTS: (See Registration Form Page 2 for Details:)

$25 Registration surcharge (Primary Registrant only): applies to those who do not stay at their own home nor at the Convention Hotel.

$1 Non-Rail Tour

$10 Operating Session Deposit (refunded at sessions)

$20 Fort Worth Layout Super Tour (Friday)

$20 Dallas Layout Super Tour (Saturday)

$30 Convention Shirts - Advance orders until April 15th only!

Primary Registration (A, B or C)			$ _____
Registration Surcharge (if applicable):		**$**25	$ _____
Adult Family Member:	Qty _____ @	**$60**/70	$ _____
Minor Child:	Qty _____ @	**$**15 ea	$ _____
Special Day Registration Fee:	Qty _____ @	**$**20 ea	$ _____
Banquet Only Fee:	Qty _____ @	**$30** ea	$ _____
Operating Session Deposit:	Qty _____ @	**$**10 ea	$ _____
Non-Rail Tour:	Qty _____ @	**$**20 ea	$ _____
Dallas Layout Super Tour:	Qty _____ @	**$**20 ea	$ _____
Fort Worth Layout Super Tour:	Qty _____ @	**$**20 ea	$ _____
Convention Shirts:	Qty _____ @	**$30** ea	$ _____
		Total:	$ _____

Convention Shirts

Shirt Size	Qty	Type *
S		
M		
L		
XL		
2X +**$**5		
3X + **$**10		

* Please indicate type by G (Golf) or D (Denim)

Make Checks Payable to:
Lone Star Region (LSR)
Mail completed forms and payment to:
See page 2 for additional information

Stan Pirzchalski
4832 Lakeside Drive
Colleyville, TX 7**60**34-45**3**2

Rev: 1 - 01/14/2005

LSR Cowtown Limited Convention
June 1st thru 5th - 2005

EARLY REGISTRATION ENDS APRIL 15TH, 2005

Convention Hotel: Holiday Inn North, 2420 Meacham Blvd., Fort Worth, TX 76106
Phone 1-800-465-4329, Local Phone: 817-625-9911
Hotel rate is $70 per night including daily buffet breakfast.
Ask for the Lone Star Region NMRA Rate
Deadline to obtain this rate May 2nd!
Don't delay, make your reservations now!

Other Cost Details

$25 RegistrationSurcharge (Primary Registrant **O**nly)

Applies to those who do not stay at their own home or at the convention hotel. Fact: The cost of convention facilities is primarily subsidized by convention hotel guests. Everyone attending will share in these benefits, so we are asking that everyone pay their fair share.

$20 Layout Super Tours

Fort Worth Layout Super Tour – Friday 9:00 am to 3:00 pm
Dallas Area Layout Super Tour – Saturday 7:00 am to 2:00 pm

Cost is for transportation to the layouts and back. Refreshments will be served. Each tour includes some layouts that are not open on the self guided tour.

$5 Cowtown Limited 05 Convention Patch

$1 Non-Rail **Tour** Day and event to be announced!

$30 ConventionGolf Shirtand Denim Shirt - Advance **O**rders untilApril 15th **O**nly

We are offering two different shirts for this convention. Both shirts have a pocket with the Cowtown Limited 2005 Convention logo. Shirts can be picked up at the Registration Desk. Available in sizes: Small, Medium, Large, XL, 2X (+ **$**5) and 3X (+ **$**10).

$10 **O**perating Sessions (refundable at session)

The DFW area has many great operating layouts. Further information on the layouts is available in the Marker Lamp and on the convention website. **O**perating sessions will be held on Wednesday and Friday evenings at 7:00. Y**O**U MUST INCLUDE A TEN D**O**LLAR (**$**10) DEP**O**SIT F**O**R EACH **O**PERATING SESSI**O**N Y**O**U PLAN T**O** ATTEND.Your deposit will be refunded at the operating session. No shows will forfeit their deposit(s). A drawing will be held on May 1st to determine which session(s) you may attend. You will be notified in mid-May of the location of your operating session(s).

Special ConventionEvent - Day and event to be announced!

Please watch the LSR website and the Marker Lamp for information on this exciting event!

Multiple Discipline Clinics

Most of the clinicians are Master Model Railroaders and will give clinics on their specialties. Clinics begin Wednesday evening and run into Saturday. See Market Lamp and website for additional information.

Fort Worth
"Where the West **B**egins"

There are a number of great opportunities you won't want to miss while you are in the DFW area! Take a ride on the Trinity Railway Express (TRE); visit the Bureau of Engraving and Printing to see how your money is made; ride the Grapevine Tarantula Train; walk the fabulous new Gaylord Texan; step back in time as you stroll the FW Stockyards District or the streets in downtown Fort Worth; visit the world renowned Fort Worth Arts District, shop at Neiman Marcus one of the world's finest department stores; bring your camera as Fort Worth is a railfan's photo op paradise; stop by the Bass Pro Shop for the latest in fishing gear; take a tour of the Texas Motor Speedway; visit the Hall of Fame at the Ballpark in Arlington; share your thrills with the family at Six Flags Over Texas, the Fort Worth Zoo or the Dallas Aquarium; have some fun at Billy Bob's Texas the world's largest honky tonk; tour the Bass Performance Hall; eat at Joe T Garcia's world famous Mexican restaurant.

All of this and more at the city by the Trinity River.

Continued from page 8

Paula Packer, Mary Lou Schoenberg and Barbara Smith. They have put together an excellent non-rails program of six clinics and an outside trip or two. Watch the web site for additional detail on the trips.

CLINICS

Barbara Smith Easy coaster (hands on)
Julia Davis "Make and Take" Easter Bunny or Christmas Angel
ARR Originals Stained glass jewelry
Trip to Grapevine Browsing, shopping and lunch

The committee is working on three (3) additional clinics. There will be "Bingo" on Sat. night after the banquet, and there will be puzzles, reading materials, playing cards, dominoes and light refreshments available in the hospitality area.

Operating Sessions

$10 Session Deposit (per session), refundable at the session

The DFW area has many great operating layouts in the area. Fourteen area layouts will be open for the operating sessions. Further information on the layouts will be available in the next issue of Marker Lamp. Information will also be posted on the convention website as soon as it is firmed up. Operating sessions will be held on Wednesday and Thursday evenings at 7:00. YOU MUST INCLUDE A TEN DOLLAR ($10) DEPOSIT FOR EACH OPERATING SESSION YOU PLAN TO ATTEND. Your deposit will be refunded at the operating sessions. No-shows will forfeit their deposits.

PLEASE FILL IN YOUR NAME AND CONTACT INFORMATION BELOW, INDICATE WHICH EVENING(S) YOU WISH TO OPERATE, AND NUMBER THE LAYOUTS IN ORDER OF PREFERENCE. Rather than using a first come, first serve basis for assigning layouts, we will have a drawing in Mid May to determine who gets to go where. Requests received after that date will get their highest choice that is still available.

Name _____

Adress _____

City _____ **State** _____ **Zip** _____

Phone _____ **Day** _____ **Evening**
Choice of Evenings:
Wednesday_____ **Thursday:**_____ **Both:**_____
Make all checks payable to:
Cowtown Limited Convention
Mail to Stan Pirchalski with your registration

You are encouraged to check out the convention website often at http://webpages.charter.net/dobbsp/lsr05.htm to get the latest convention information. This site will also be linked to the LSR web page. At the moment several convention events are still in the planning stages and have not been confirmed. As soon as they are finalized the information will be posted on the web site. In addition the schedule of events and clinics will be posted as soon as they are firmed up. Any changes in convention activities will be reflected on the web page as soon as they are known.

Hobby Shop Corner

By Carl Lester, Owner Lester's Boxcar Works

The "NEW" HO, HON3, O, ON30, and **N** scale models listed below have been released or are due to be released soon. Check your local hobby shop or model train store to get a look at these outstanding models.

KADEE: http://www.kadee.com
40' PS-1 box cars, new road names

LIFE-LIKE PROTO 2000 http://www.lifelikeproducts.com/
Heritage Series 2-8-8-2's with decoder and sound has been released.
P2K GP9 locomotives with decoder and sound have been released. Look for these outstanding models at your local model railroad store. *Numerous locomotives and rolling stock are available.*

STEWART: http://www.bowser-trains.com
Stewart Locomotives has been purchased by Bowser Mfg. Bowser will continue to manufacture the Stewart line of model railroad items.

ATLAS: HO Scale: http://www.atlasrr.com/
NUMEROUS ROAD NAMES:
ATLAS: N SCALE: http://www.atlasrr.com/
Check the Atlas web site for locomotives and rolling stock release dates:

INTERMOUNTAIN RAILWAY COMPANY: *http://www.intermountain-railway.com/*
InterMountain has announced a new ordering and reservation policy check before you order.
N SCALE: F3 locomotives A/B sets, numerous road names are being offered on a reserve order bases to hobby shops.

MICROTRAINS: http://www.micro-trains.com/
N SCALE: FT locomotives A/B sets numerous road names.
Rolling stock new releases monthly check your dealer

BACHMANN: SPECTRUM SERIES:
http://www.bachmanntrains.com/
Bachmann's release of the HO scale Climax locomotives is still a mystery but sometime in 2005
SPECTRUM SERIES 1:20.3 38 ton Shay 30 SHAY: Available
ON30: Climax is out and numerous other items are available

BROADWAY LIMITTED:
http://www.broadway-limited.com/index.html Check the BWL web site for the new Release dates for their locomotives. Most of the released dates have been pushed back into 2005.
NEW LOCOMOTIVES:
N&W "J" 4-8-4, road numbers 611, 612, & 613 will be produced, delivery date not set at this time…
The F7's, E9's, RSD15, and SW7's are due for release sometime in 2005.
The K4 locomotive re-release has come and gone, you may be able to pick one up at your local hobby shop...

WOODLAND SCENICS:
Woodland Scenic Accents has released some new "O" scale figures. These should make the O, On3 and the On3o modelers happy, they are excellent…..

There are too many "new" models to list them all, so a trip to your local "Train store" or favorite "hobby shop" should be on your list of important things to do. Take a friend with you to the hobby shop, young or old, the trip could produce a new model railroader with whom you can share this great hobby. So long for now, until next time have a Happy New Year..

Cowcatcher Division 1

by Jim Howard

The calendar has rolled over to 2005 and, so far, it seems the trouble around the world is doing its best to take the fun out of modeling. Hopefully, as time progresses, we'll see better times for everyone.

Tim Blackwell, Denny Bullard, and I took turns manning the LSR table at the Fort Worth Holiday Train Show November 14/15 at the Will Rogers complex. Word is that the show was a success from the Council's and vendor's viewpoint; however we weren't able to generate much interest in the NMRA or LSR. One patron paused at the table, looked at me, and asked "Is there anything here that I should care about?" When I attempted to explain the advantages of NMRA membership his response was a grumpy "humph" as he walked away. I wonder if the other regions have had similar experiences.

The most recent Cowcatcher's meeting was held in November with over 20 members present. After discussion of some routine division matters, the meeting was turned over to well known railroad photographer Mike Bledsoe who presented a group of slides of Norfolk & Southern railroading in Alabama. Mike and his son Steven have accumulated a multitude of photos of various southern railroads which are currently available for sale on CD.

VP Jerry Schoenberg hosted a run session for 5 members of the LMRA RR Club. Jerry's Allegheny RR that models Pennsylvania territory, including the famed Horseshoe Curve, requires a lot of switching movements. It is very important that Engineers read and pay attention to pick-up and drop train orders as they circumnavigate the layout. Yours truly forgot the first part of that requirement and as a result ended up miles from my proper position. Fortunately Jerry's trains back up very well.

Those of you that have received Volume 2, No. 1 of the Cowcatcher Round Up must marvel at what Tim Blackwell has accomplished. I don't think there is any Division newsletter/ publication nationwide that is any better. The personal interview with Bobbye Hall is worth a year's subscription by itself. By the time this Marker Lamp reaches everyone, the Cowcatchers will have met (February 5th) and heard her tales first-hand. Tim has begun bi-monthly publication with this issue, and I challenge anyone to find a better bargain for the $9.95 subscription price.

Convention Chairman Bob Bray has begun regular committee meetings in preparation for the start of the Cowtown Limited convention in June. Bob's update can be found elsewhere in this Marker Lamp issue. My only comment is that like everything else, convention costs are escalating, and hotels are getting harder to deal with. Divisions hosting future conventions need to lock down every expected cost as soon as possible. All LSR members that expect to attend the convention should make sure that their membership dues are paid up at least thru June 2005. The registration folks will be checking those registrants whose dates fall close to that period, and if a membership has expired, that person will be asked to get it renewed before the registration can be expected

That's all the news from Cowtown at this time. The Board mid-year meeting is coming up in a couple weeks and there is bound to be something exciting come out of that. In the meantime, keep-um on the rails.

Bayou Division 2

by Jack Green

As I write this, Christmas-time has come and gone for us in the Bayou Division and I hope all have had a safe and happy holiday. My gift ideas are always the same, "just get me a gift certificate at a local hobby shop." But dad, you always say that and we want to get you something more personal. I don't know about anyone else's children and grandchildren, but they don't have a clue about buying train stuff for me. The certificate works just fine.

The fall version of Louisiana Rail Run was held October 10,11 and 12 at the Midsouth, Jim Lofland's, Lou Schultz's and Crescent. 16 operators arrived in Baton Rouge with a hearty appetite and that fixed stare in their eyes, ready to push buttons and twist knobs. The crews came from Houston, Beaumont, Lake Charles, DFW, Bridge City (TX & LA), Covington and Rod Herrmann dogged it all the way from Austin. What fortitude. From reports I've heard, things went well as they should without complete meltdowns, which have plagued the best of layouts. There were a couple of "firsts" worth noting. The Crescent used RailOp with guests for the first time, having installed it a few months prior. That took a lot of guts guys, fine job. John Coiron and Mike Mule are due the applause. It was a limited session and over time it will reflect the true capabilities of the layout using RailOp. Jim Lofland had 10 folks, about 3 more than he usually plans for, using local switchers at the major towns. The C&O did a modified schedule that insured the guest full participation in this awesome layout. The Midsouth operated on about 80% of the new addition trackage and we were all delighted in the results. 1150' track and 84 turnouts were installed in a 17'x50' room where the slab was poured December 15, 2003. Of course we saw some need for re-alignment and tweaking.

On 12 November 2004, Mike Palmieri put on a slide show at the Crescent City Model Railroad Club's clubhouse. The program included two presentations, one on the Illinois Central in New Orleans and a smaller program on the Rio Grande. Mike had prepared the IC program for the Illinois Central Historical Society national convention, which was held in New Orleans in 2000. There were about 10-12 CCMRC members and six Louisiana Railfan & Model Railroad Group members:

I was not able to attend, but my spy who did, stated that is was well received and worth the drive to the Big Easy.

The Lake Area Model railroaders have been busy. They have recently set up a traveling model railroad exhibit at the Imperial Calcasieu Museum in Lake Charles. Members man the exhibit Tuesday-Saturday to answer questions about the layout and promote model railroading. They chose the 1949-1950 eras to model, complete with steam engines and 1st generation diesels, old cars and trucks and buildings. Also displayed is a small Christmas scene with a Christmas tree and good old Saint Nick. As for the future, they have negotiated floor space in the newly expanded Children's Museum in Lake Charles and plan on building a new club layout for display within the museum. Construction should begin after the 1st of the year. If anyone would like to visit, just give James Clark a call at 337-802-4277.

"The Rites of Passage in a 3' aisle"
Jay Mellon, Brian Helms & Lou Schultz

December 11 saw the Midsouth hosting an operations session in Baton Rouge where 3 members of Lou Schultz's operating crew and 5 of Jay Mellon's S gage modular from New Orleans attended. A couple of Jay's group had never operated before and this session was quite a unique experience, whereas one apprehensive newbee exclaimed, "this is a little bit more involved than it looks". I believe that they really enjoyed the new experience of operations.

North East Texas Division 3

by Bill McPherson

WONDERFUL…. FANTASTIC…. SUPERCALIFRAGALISTICEXPALIDOSIS

For the first time in decades (if ever) the North East Texas Division has two members who have completed all of the requirements and the paperwork for Master Model Railroader just a month apart. In December Paul Richardson earned the Master Builder-Cars certificate, which was all he lacked for the coveted Master Model Railroader honor. Then in early January Jerry Hoverson built not the minimum of four but instead eight totally scratch-built cars thereby earning the last needed certificate for his Master Model Railroader. All of his cars were fantastic; several had over 300 parts. We are extremely proud of these two model railroaders. The only other recent Division 3 member to become a MMR was Dallasite Doug Farner, and he has moved to Arkansas. Paul and Jerry are now awaiting approval of their applications from the national level.

Now that we have these two new prospective MMR's in the Division, soon it will get even better! Other Division 3 members are hard at work on finishing the last requirements for several achievement certificates and thus moving very close to the magic number of 7 certificates. This frenzy of activity after such a long drought is very encouraging.

The **Dallas-North East Texas Mini-Convention** will be held on **Saturday, April 2,** 9:00 to 2:00, at the Good Shepherd Episcopal School Kincaid Pavilion, 4200 Northaven Road at Midway Road in north-central Dallas. Swap tables and clinics will be featured. An important activity at this convention will be judging using NMRA Achievement Program criteria. This provides an excellent opportunity to get expert evaluations and/or advice on your models. Plenty of time remains to improve your models and then enter them in the LSR convention in Fort Worth in June or the National convention July 3-9.

Recently I became aware that some members were under the impression that a club worker at the Plano or Fort Worth train shows or a layout owner (and his assistants) who had his layout open for these shows qualified for points toward the Association Volunteer Achievement Certificate. To qualify for Volunteer the event must be a *NMRA sponsored* event. To be sure about the sponsorship of these shows, which are put on by the North Texas Council of Model Railroad Clubs, I went to the founder and president for the first ten years, Dr. Price Bradshaw, and the current president for the last 10 years, Bill Dryden. These gentlemen confirmed that it was never the intention that either of these events would be considered as "NMRA sponsored" events. I also discussed this with Al Boos, the LSR Achievement Chairman, and Jim Packer. Upon further review, the National Achievement Chairman confirmed that these Plano or Fort Worth train shows do ***not*** qualify. Our Dallas Mini-Convention is a NMRA sponsored event since it does have unique NMRA types of activities and is put on by NMRA-LSR members.

See you at the Dallas and North East Texas Mini-Convention on April 2.

Cen-Tex Division 4

by Bob Alson, Jr.

Division 4 has had some fun going on, especially during the late Fall. For instance, the Austin Jamboree the last weekend in Oct. **Tom Pearson** and his crew had another enjoyable show and tour. There were many vendors, a bunch of very good clinics(I had to say that since I was one of the presenters) and several of our outstanding Austin layouts on tour. If you haven't been to this venue, you need to make it. I, who have bored on train show attendances, thoroughly enjoy this one still.

The other big event in our division was held in November. I was a half-day clinic given by two Master Model Railroaders. It was intended to whet our appetites and motivate those who attended to start into the Achievement Program and the Contest. We were instructed in how to work with styrene and wood by the mysteriously talented and endlessly patient **Chuck Lind, MMR** and his cohort in modeling **Tracy Mitchell, MMR.** The day was enjoyed by about 20 division members. Chuck and Tracy showed us that the hardest step in the whole process is getting started. One of the guys showed us his first scratchbuilt project, which scored enough points to qualify for a merit award toward MMR. I must admit that when I looked at it I thought that it was pretty simple and that I could do that easily enough. So, I am gathering the materials for my first attempt at a scratchbuilt car. I am hoping that you will be able to see it in the contest room at the Fort Worth LSR Convention, June 2-5. I hope to see more models from division 4 members entered into the contest as a result of the Clinic weekend.

Last weekend, I set up a booth at the Waco trainshow. We handed out a bunch of literature in an effort to educate people as to what the NMRA and LSR are about. There is a lack of knowledge, especially in Central Texas, about railroading matter. I believe that education of the general public is an important function of the NMRA and LSR. Hopefully, some of the seeds planted will grow into memberships and/or avid model railroaders. I'd like to thank members **Joe Pylant** and **John Linda** for covering for me on Saturday and all of Sunday. This type of volunteerism is what the fellowship is all about. It makes the effort completely worthwhile.

That's all the information I have for this quarter. I'd sure like to hear from some of you about what you've been doing on your railroads during the winter. I stand ready to hear. Soooooo…….Just call or write.

1940 - 2005

Division 5

by Ronald Kutch

Ron Kutch , Division 5 Director and Chairman of the 2003 LSR Convention in Lubbock, passed away on January 6, 2005 after suffering a stroke. Ron was a member and past president of the Lubbock Model Railroad Association. Ron's interest in railroading centered around military usage in both the Civil War and World War II.

Ron was born in Lamesa, Texas. He was a graduate of Texas Tech University. Except for service in the Army during the Vietnam conflict, he lived in Lubbock. He was retired from Work Force Texas.

In 1996 he married Jan Genung, who was then president of the LMRA. They have not missed a Lone Star Convention since. They also attended National Conventions in Madison, Kansas City and San Jose. They particularly enjoyed being tour guides ot the St. Louis convention.
Please keep Jan in your prayers.

Division 6

by Doyle Bond, MMR

This has been a very slow period. Arrangements have been made for a model contest at the April 16, 2005 New Braunfels Railroad Museum's Jamboree. Speaking of the New Braunfels Railroad Museum, they had their steam locomotive and caboose sandblasted and repainted. They really look good and the new paint should protect them for years to come. When in New Braunfels, look them over.

The LSR Convention in Ft. Worth will be a great one, I look forward to seeing you there.

That's all for now, gotta go play with my trains.

Division 7

by Don Kimmell

Well, I hope Santa was good to everyone! Now the latest from North Louisiana.

Just prior to the Christmas Holidays, the local newspaper did a very good article on Dr. Kamm's wonderful layout, with pictures and an interview. It was great!!

On a sad note, Lew Cook, owner of the only local "trains only" hobby shop in Shreveport, is in the hospital, and it does not look too good. Lew is one of my Life Members and a very good guy. You can send cards to the store, and LaRae will take them to him. He is not allowed any visitors.

Another sad note, the old T&P station is going to be torn down very soon. The City wants the land for a new convention center hotel. They could not find anyone to build it, so they are going to sell some bonds to build it themselves…give the taxpayers something else to pay for!!! Rick Cowan was leading a preservation effort, but due to a "bad taste" left over from another "preservation" effort, more like a looting effort, the city wanted nothing to do with another effort, so goodbye a historic landmark!!

On a happier note, the KCS' Holiday Express was a tremendous success. We had 29 stops in 8 states in 22 days with over 38,000 visitors. This number of visitors was over 10,000 more than last year! The railroad brass is very happy. The various Elves were beat! Look for another "elf story" elsewhere in the issue (I hope)!

The Ark-La-Tex bunch was also busy in the previous three months. We did the wonderful Lockheed show, which is always fun, and then did a GATS in Ft. Worth, followed by a week long setup at the Shriners' Hospital the week prior to Christmas. While we were in Ft. Worth, we were invited to visit a local layout, the Texas Western. This is one beautifully executed and operated large (over 5,000 sq ft) layout!

They operate on Thursday and Saturday nights, so if you are around, it is well worth a visit—as a side note, they will be on the "Cowtown Limited" schedule this coming June.

With the holidays over, now is everyone's chance to get some modeling done. How often have we heard that? Well, I do hope to, if I can ever get all of my "other" work finished. See you soon.

Texas Gulf Division 8

by Jim Long, MMR

Not much has been happening since the last issue of the Marker Lamp, but activity will soon be picking up. The Division's next planned activity is the Greater Houston Train Show on March 19, 2005 at the Stafford Civic Center. The train show is a combined effort of the Division and the San Jacinto Model Railroad Club. The show will have the standard bill of fare – outstanding clinics by local modelers, vendor tables, switching layout, modular layouts, door prizes, and home layout tours.

Unfortunately, we lost a true gentleman, a fine friend and an outstanding model railroader!

Malcolm A. Vordenbaum

Malcolm A. Vordenbaum, 89, passed away Thursday December 16, 2004 in Wichita Falls, Texas. Services were held 11 a.m. Saturday, December 18, 2004 at Lunn's Colonial Chapel. Burial was at Crestview Memorial Park under the direction of Lunn's Colonial Funeral Home. Malcolm was born August 2, 1915 in San Antonio, Texas to Max and Lidia Vordenbaum. The family moved to Wichita Falls in 1918 when Max was supervisor of the building of the initial seven buildings of the State Hospital. Malcolm attended Texas A&M and later served as a warrant officer in the Navy SeaBees during World War II. He played a minor role in the movie "The Fighting SeaBees". In 1941, Mr. Vordenbaum married Ferne Tracy in Albuquerque, New Mexico. They returned to Wichita Falls in 1957 when Malcolm joined his father and brother in M.A. Vordenbaum & Sons Construction Co. Malcolm was a 50+ year Mason and was active in the Maskat Shrine. He served as President of the West Texas Chapter of the Associated General Contractors.

He was known for his track work as a model railroader and delighted in running trains at the Wichita Falls Railroad Museum for school children. He is survived by his daughter Mary Ann and her husband Steve Slater of Ft. Worth, his nephew Max Vordenbaum and wife Shana and their three children Lindsey and Lauren Scholl, and August Vordenbaum, his sister-in-law Helen Vordenbaum, all of Wichita Falls, niece Joyce Vordenbaum of Dallas, and by his niece Kay Powell and her husband Lewis of Grapevine.

Contributions in his memory may be sent to the Boys and Girls Club of Wichita Falls, or to Hospice of Wichita Falls.

Copyright 2004, Times Record News. All Rights Reserved.

THE LSR CONTESTS

It's almost Contest time again, and we're looking forward to a good turnout in Ft. Worth this summer! Time to fine-tune that masterpiece and head for the Show!

CONTEST ENTRY FORMS are on the LSR website. The content of the forms is still the same, but the appearance is changed slightly to make them easier to download. Simply print them out on standard 8 ½ x 11 inch paper. Be sure to fill out both the Contest Entry Form and the appropriate Judging Score Sheet (there are five: Modelbuilding, Photography, Arts & Crafts, Passes, and Trains on Stamps) for each of your entries. Remember that your description is not limited to the space on the entry form! Feel free to attach a separate sheet if you wish. You still need to write only one description, which will be used in judging all categories. You can also get copies of any or all of the forms by sending a long SSAE Loren Neufeld.

The **Arts & Crafts Theme Award**. For 2005 we're recognizing the cowboy heritage of the city "Where the West Begins." The theme will be **WESTERN**. Cowboys, horses, saddles, ranching, longhorns (the four-legged kind!) - anything with a western motif is eligible. YeeeeeHa!

In **Modelbuilding**, awards will be presented in the following categories: **Steam Engines, Diesel Engines, Traction & Other Motive Power, Passenger Cars, Freight Cars, Maintenance of Way, Cabooses, Complete Trains, Off-Line Structures, On-Line Structures, Bridges & Trestles, and Displays.**

Photography categories include **Black & White Model, B&W Prototype, Color Model, Color Prototype, Model and Prototype Slides.**

We also have categories for **Passes** and **Trains on Stamps**. And of course we'll still have the special awards: **"PARTICIPATION"** (most total points), **"BEST KIT-BUILT MODEL"**, the **"MOST POPULAR MODEL"** award, the **"ARCHITECTURE"** and **"TREE"** awards, and **"BEST IN SHOW"**. And a very special award, the **"BOB CLARKE MEMORIAL AWARD"**, will also be presented, for best logging related model.

Ladies, the **LINDA S. LITTLE AWARD** will be presented again this year. This award recognizes the highest scoring entry, in the Model Contest only, submitted by a woman modeler who has not previously scored higher than 87 ½ points. If there are no qualifying entries no award will be given that year. The spirit of this award is to bring more women into the contests, and into the hobby of model railroading.

We'll again be presenting a **"NOVICE BEST OF SHOW"** award. This goes to the highest scoring entry by a modeler who has never placed first or second with a score of at least 87.5 points in any LSR (region level) or NMRA (national level) contest. You'll find a "Novice" box on the LSR Modelbuilding entry form above the category listings; *please mark it appropriately*.

If you'd just like to show a project you're working on, then the **"EXHIBIT ONLY"** category is for you! While I certainly don't want to discourage anyone from entering the contest, you may have something that you don't necessarily want to submit for judging. Well, bring it anyway! A finished model, a set of plans, or somewhere in between – everything's welcome! We all enjoy seeing what others are doing – after all, sharing ideas is one of the best things about this hobby. There'll be no entry forms to fill out, no nail-biting wait for the judging to be finished.

See you in Ft. Worth!

Up the Track

By John Hawkins

Please send any and all information about upcoming events or activities in your area to me via email at je.hawkins@comcast.net or via USPS to 1723 Shufords Court, Lewisville, TX 75067. I prefer to receive such information via e-mail, but I will accept it any way you want to send it. Now, here are some upcoming events.

San Antonio Date: Jan. 29-30
SAMRA's 29th Annual Model Railroad Jamboree
Live Oak Convention Center, 8101 Pat Booker Rd., Live Oak, TX
Saturday 9:00 to 5:00 PM, Sunday 10:00 AM to 4:00 PM
Admission: $6 adults, $9 family
For more information, contact Paul Lawler (210) 218-4872

Arlington Date: Feb. 5-6
Great American Train Show
Arlington Convention Center, 1200 Ballpark Way, Arlington, TX
Saturday 11:00 AM to 5:00 PM, Sunday 11:00 AM to 5:00 PM
Admission: $8 adults, kids 12 & under free
Sponsored by Tex-N Modular Railroad Club of Plano
Go to www.greatamericantrainshow.com for a $2 discount coupon

Longview Date: March 5-6
J.E.T.T.S. Longview Model Train Show
Longview Fair Grounds, FM 2205 off TX Hwy 31, Longview, TX
Saturday 10:00 AM to 6:00 PM, Sunday 11:00 AM to 4:00 PM
Admission: $6.00 adults, children 12 & under free
Modular layouts, Dealers, Flea Market: Homer Fleischer, Box 7604, Longview, TX 75608, 903-753-9512 Email: homerflash@aol.com

Houston Date: March 19
Greater Houston Train Show
Stafford Center, 10505 Cash Road at Murphy Road, Houston, TX
Saturday 11:00 AM to 6:00 PM
Admission: $5 adults, 15 & under free
Sponsored by the Texas Gulf Division/NMRA and San Jacinto Model Railroad Club, Inc.

Dallas Date: Saturday, April 2, 2004
NMRA NE Texas Div 3 Mini-Convention
Good Shepard Episcopal Church – Kincaid Pavilion
4200 Northaven Road at Midway Road, Dallas, TX
9:00 AM – 2:00 PM
Admission is $3 for LSR members, $4 for non LSR members
Children under 12 get in free
Contact Bill McPherson, 4402 Vista Creek Drive, Rowlett, TX 75088 or at tpbill@attglobal.net. Phone: 972-463-9721

Live Oak, TX Date: April 9-10
Great American Train Show
Live Oak Center, 8101 Pat Booker Rd., Live Oak, TX
Saturday 11:00 AM to 5:00 PM. Sunday 11:00 AM to 5:00 PM
Admission: $8 adults, kids 12 & under free
For more information, contact Moe Geoghegan at info@gats.com
Go to www.greatamericantrainshow.com for a $2 discount coupon

New Braunfels Date: April 16-18
Annual Model Railroad Jamboree
New Braunfels Civic Center, 380 Seguin Ave, New Braunfels, TX
9:00 AM to 5:00 PM
Admission: $6 adults, 18 and under $1
For more information, contact Jim Edmonson (830) 629-2071

Fort Worth Date: June 2-5
Lone Star Region Cowtown Limited Convention
Holiday Inn North, 2540 Meacham Blvd., Fort Worth, TX 76106
Additional information may be obtained from Robert Bray, 1820 Spruce Lane, Benbrook, TX 76126, 817-249-4965 (6-10 pm CST) or e-mail to robert.l.bray@lmco.com.

Thanks to *Cowcatcher Round Up* for selected items in the above list.

Company Store

Cars that are available:

	HO		N-Scale
Casey Lines	$7.00		$10.00
Crescent City Lines	Out		$10.00
Texas & African	$7.00		$10.00
Waco Austin & Bryan	$7.00		$10.00
Anniversary Car 1951	$12.00	per set	$42.50
Anniversary Cars 2001	OUT	per set	$42.50
ITC	$13.00	per set	$42.50
John Lott	$16.00		$16.00
Quin Lines	$14.00		

Please add $4.00 for shipping

Check your layout and be sure you have one of each *special run* Region car. If not we can take care of the shortage post haste.

Eunice Linda, Dispatcher
3028 Cumberland
Waco, TX 76707-1219
254-754-5535
E-mail: jlinda@hot.rr.com

CALL FOR CANDIDATES

The 2004 LSR convention had the best participation in several years. This was due to contested races. Let's continue to involve more participation in the election process.

The LSR will need to fill the following positions for 2005: President, Vice-President, Secretary/Treasurer, and Directors from Divisions 1, 3, 5, and 7. Requirements to run: LSR membership for one year prior to taking office and attendance at Board of Directors' meetings or written proxy.

Nominations must be received no later than March 1, 2005. Bio information sheets are available on the LSR website, or by mail from John C. Linda, Chairman, LSR Nominating Committee, 3028 Cumberland Avenue, Waco, TX 76707.

North East Texas Division Hits the MMR Big Time

After a long dry spell without any new Master Model Railroaders in the North East Texas Division 3, **Paul Richardson** and **Jerry Hoverson** have just completed all of the requirements for the MMR certification. For both, the last hurdle was completing the scratch-built cars required for the Motive Power-Cars certificate. They both built excellent rolling stock with several cars scoring over 105 points in recent judging. To qualify, at least 4 of the 8 required cars must be scratch built and score at least 87.5 points out of a possible total of 125. Paul and Jerry have submitted the necessary forms and other paperwork, which are major accomplishments themselves, and are anxiously awaiting approval from the National Achievement personnel and awarding of their MMR certificates.

Paul completed the following Achievement Certificates: Association Official, Association Volunteer, Motive Power-Cars, Scenery, Electrical Engineer, Chief Dispatcher, and Author. Jerry completed Motive Power-Cars, Scenery, Structures, Civil Engineer, Electrical Engineer, Author, and Chief Dispatcher.

Congratulations to these LSR members on their accomplishments.

Building My First Model
Part 2 of 2

by Tom Browning

In the previous issue I wrote about building the module. Now I will discuss adding scenery and structures.

So many of the towns modeled have no wide open parking and open space that small west Texas towns have so I made a special point of not crowding up my module. The extra space along the highway gives a more realistic look to the small town of Marathon. I gained a lot of space modeling in Z scale There is plenty of room to do things such as creating a sub-scene behind one of the structures of some local firefighters relaxing under a tree. Another sub-scene is a couple of people lingering in front of the hotel, perhaps to watch a train pass by.

The first structure I tackled was as simple as I could find. I found a row house featured in the May/June, 2001 issue of "Ztrack" magazine. I was so excited to build this little structure that I got in a rush put one of the walls on inside out and the siding does not show. Also, I did not think about the doors and windows until after it was assembled. I forgot to put railings on the front porch. It is on my module today because it….well, just because. Besides, it is so ugly, it is cute.

The next few structures I tackled were the strip shops. These businesses are constructed as several buildings with a single foundation. The faces of the building were cut from grooved styrene and separately painted a variety of colors to bring out the individual businesses. The roofs of the structures have AC units and roof top ductwork made from a variety of styrene stock. At the back of the individual buildings are power panels with drops. Most of the storefront buildings have sidewalk shades attached to the front of the stores.

Notice the different background in this photo. This is one of those store-bought backgrounds that wrinkled soon after adhesive gluing to the ¼" backboard. I tried removing the picture but I made a mess. A new piece of ¼" plywood for the backboard, blue paint and airbrushed clouds made it look some better.

The scattered groups of small businesses are partly from memory. The specific look is from pictures taken of another small town, Orange Grove near Corpus Christi, Texas. Orange Grove is a special place because it is the home of my sister and brother-in-law. Every Thanksgiving in late November, they open their home and hearts to us. We celebrate both Thanksgiving and Christmas at Thanksgiving. My sister-in-law cooks food to die for! The wonderful little stores that I have modeled for Marathon are still there in Orange Grove. Recently there has been a new addition to the town of Orange Grove. A Rock Island caboose was beautifully restored and is at their town museum.

The last structure I built was the Gage Hotel complex, the centerpiece of the module. A picture of the Gage Hotel was my starting point for construction. The swimming pool area and the courtyard rooms are from very vivid memories of where we stayed while visiting the area a few years ago. The structure was quite a challenge. As walls were added, I discovered the structure was getting wobbly and wiggly (technical terms) so I added bracing inside the structure to stiffen it. I made Z scale drawings for everything but ad-hoc bracing was added when needed.

The power polls in the foreground are removable and have styrene rods as placeholders so the mounting holes could be found later. The top half of N scale chain-link fencing (see the row house structure) was used for barbed wire surrounding some animal pastures. Styrene sheet material was used as placeholders for the fencing also. While it worked fine, it took a lot of time to setup and take down for train shows. I now just leave the polls and fences in place and have had no problems with travel to shows.

An acquaintance said it was impossible to build a windmill in Z scale. Being a beginner and not knowing any better, I took the bait and made one that resides on the Marathon module. It is somewhat crude and it could be made better now but I want to keep it to remind me of where I started in modeling. I used 0.010" x 0.030" styrene for the tower, and the fan blades are from a round piece of styrene that I cut like

Continued on Pare 18

Continued from page 17

a piece of pie. Since most windmills serve as water storage, I included a typical water tank on the mini-structure.

The trees were scratch built from stranded electrical wire. The armatures were created by untwisting the individual strands. Black and brown washes were used on the trunk. I used half and half white glue to adhere several colors of scenic foam. The trees are scrawny, just like out in west Texas.

Four turnouts make two sidings on the Marathon module. Since the early days Marathon has been a pickup stop for the cattle ranching and farming industries. When I was there a few years ago, no trains stopped. I also learned that Amtrak does not stop in Marathon either. I did notice one boxcar with what looked like lumber being unloaded. Over the years various mining activities may have been a reason for trains to stop but those days have passed. On the module there is a sub-scene showing farm tractors being unloaded and drill pipe also being unloaded. Marklin makes the original turnouts I selected, but I have purchased replacement turnouts made by Peter Wright in Boston, England. One project on the list is to replace the turnouts, add Tortoise motors and use decoders to control with DCC.

The electric wiring is composed of two mainline track DC/DCC buses, one DCC auxiliary bus and a DC auxiliary bus. Each bus has a two-circuit Molex connector with 0.093" pins/sockets. The bus with red identifying tape is for the outside main and the bus with yellow identifying tape is for the inside main. The green bus is DCC. A twelve-volt DC (blue bus) power pack supplies power to the light in the structures along with a set of manual switches controls the structure lighting. All buses use red/black lamp (zip) cord. Adaptors mate up with the old Cinch-Jones connectors so that the module may connect to modules having the CJ style connectors.

This is the first module I built and there are places where it definitely shows. It is quite a pleasure to have someone walk up at a train show and say, "Wow, look, we've been there!" This is when I hop in and become someone's tour guide to Marathon. I great fun telling people where my wife and I ate Mexican food and meet a rancher that leased "air" to a wind powered electric company. Another joy is pointing out to people the exact room where we stayed in the Gage Hotel while there a few years ago. I have many happy memories of building this module. None since have had quite the same sense of accomplishment. Below is a photo of the module at the 2002 NMRA National Train Show in Ft. Lauderdale, Florida.

FROM THE PAST (Winter 1979)

by Jim Long, MMR

Keith Gutierrez, the Marker Lamp editor, received the Pop Loeffler Award for 1979 at the annual convention in New Orleans. The award is named in honor of "Pop" Loeffler of Houston and is presented annually by the San Jacinto Model Railroad Club to a member of the region who has displayed outstanding characteristics of the model railroading hobby.

Greg Johnson reported that 60 members of the San Jacinto Model Railroad Club took a farewell trip on September 22 to bid farewell to the Houston-Chicago "Lone Star" Amtrak train. In typical Amtrak fashion, the train departed 10 minutes late and made it to the end of the station platform then stopped for another 10 minutes until the SO connected the right cab to the block. Numerous slow orders due to heavy rains which washed out the roadbed along the Houston to Temple Santa Fe line. Also a wreck near Belleville plus too many trains on a single track mainline kept thing crawling along. At Sealy, a four way meet at a single siding resulted in another forty minutes of waiting. The train finally arrived in Temple an hour and forty-five minutes late. Upon return from Temple it was discovered that a railroad timetable is more fiction than fact. It seemed the south bound train, due to arrive at 3:43 PM would be at least 3 hours late. The train finally arrived in Temple at 8:10PM amidst loud cheers from the waiting passengers.

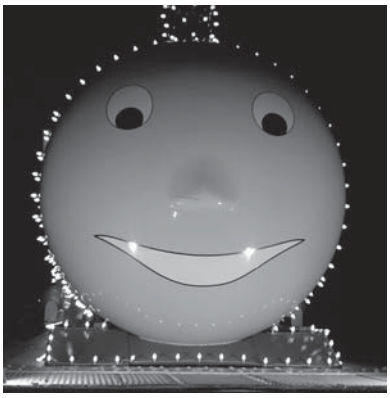
San Antonio's own John Lowrance had an article describing how to build a rose trellis complete with roses without thorns. John also had the cover photograph of a scene on his New York & New London Western Railroad. The N.Y.& N.L.W. is John's fictitious subdivision of the Pennsylvania Railroad (an obscure eastern short line).

The COWCATCHERS CLUB in Fort Worth reports the election of the following new officers:

Rob Hastings – President
Tom Stamey – Vice President
Wayne Hammer - Secy.-treasurer

Elf Stories, Part Two

by Don Kimmell



As my readers know, last year, 2003, I got to be an Elf on the Kansas City Southern's Holiday Express. Again this year I got to ride along and wear green! My first night in green was in Shreveport at the "Rockets over the Red" festival down on the river front. In previous years this was a "tune-up" for what was to come. Usually the crowd was on the smallish side, more for the fireworks show than a visit with Santa, but this year was a whole different story!! On the Wednesday prior to Thanksgiving, a couple of us Elves met out at the yards (Deramus Yards) to do a final check of the layouts, ensure the trains ran, the new anamination works, all the snow is down (a bit of problem in Louisiana!!), the grass is green, the water clean and the sound system works. Every thing did check out, and boy, was I relieved…I had volunteered to add a ski lift, get the trolley to work right, put a motor in the airplane, and a few other small things. While we were there, the most Senior Elf, strongly suggested that maybe we should stuff a "few" bags, "just in case". So we three stuffed about 500 or so bags, thinking that based on last year this would be a sufficient quantity…boy, was I wrong!!!

The railroad told the "local" Elves—those who were not going to ride down to LaPlace, La. the next night's location, to be there on the riverfront at about 2:30 pm. So we were there on time. Not too much of a crowd, in fact if it wasn't for a couple locals who were very, very happy, thanks to a couple local "watering holes", the place was pretty deserted. Good, just like last year, small crowd, easy night…yea, right! They brought the Holiday Express down, pulled behind a SD40-2, about 3:20 pm, giving us an ample amount of time to get things set up. So we put out trains on the track, made sure they would run, got all the little things ready, the next thing I know, was put on your costume, "it's Showtime!!"

We ended up that night with about 20 or so elves, plenty of help, yea right! The Man in Red made his appearance bout 4:00 pm—right on time! The line was about 50 to 75 people, about 60% of them children, so the wait initially was about 15-20 minutes. We did get to visit with the munchkins a bit, Barbie dolls, Game Boys, X-box, and assorted other electronic goodies were leading the pack in requested toys. The next thing I know it is 5:30 pm and the line is out of sight…all the way around the old Illinois Central freight house, with a wait of over an hour!!! It looked like we would have to light a fire under Santa!!! And "all" those bags we had stuffed were gone!!! So Head Elf Willis put a couple of elves to work, stuffing more bags….one problem, the special bags ordered just for the Holiday Express, had never arrived in Shreveport, they were sitting in the mailroom in Kansas City…..so a quick visit to any local stores for any spare bags was called for….they did get some, enough we thought, but…. About 6:30 pm, it was decided that if we didn't do something to move the line along, we would be there till 10:30 pm or so —-the fireworks were scheduled for 8:15 pm!! A decision from the Man in Red was made, no more "lap time", just a quick request for their list, fast picture, then on their way!! So we started moving everyone on the train as fast as we could….but the line didn't get any shorter, just the wait was not quite so long! Eventually, the line stopped, it wasn't moving at all!! Head Elf "...keep the people moving..." reply," we are, but something is holding them up!!" It turns out that the model train layouts were too interesting and everyone wanted to see everything…we had created a traffic jam with all of our action scenes, details, etc…..!! Eventually the fireworks show started and everyone rushed off to get a better view. No more line, this evening's show is over!!!—final count for 4 hours was 2641, the most visitors ever!!! As we were changing back into "civilian" clothes everyone was wondering if this night's crowd was a taste of what was to come. While we were helping our visitors on the train, the railroad had brought the "Southern Belle" business train downtown to hook-up and make a fast getaway to south Louisiana, needing to be in LaPlace the next evening. They managed to accomplish this and were on their way out of town before 10:00 pm. Me, I had to "pay to play" for the next couple of days, planning to catch up with the train when in came thru Shreveport on the following Tuesday night/ Wednesday morning.

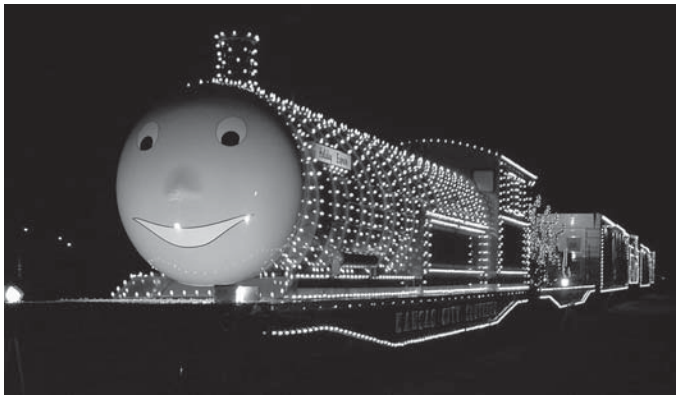
The Head Elf had informed me that someone would call me to let me know what time and where I was to meet the train. He initially thought it would be around dawn on Wednesday, seeing as they only had to get to Leesville, LA. from Pineville, LA, by way of Shreveport, where I would board. Sure enough, about 3:00 pm on Tuesday I was informed that "…be at the Tower (west side of Deramus Yard) about 3:00 am, and ride with the crew in the crew van…" Oh, well a couple less hours of sleep, I could catch up on the train. Then another call at 9:30 pm…" …be at Tower at 12:30 am for your ride…" Less sleep, or why even go to bed. Well I made it there on time—actually 10 minutes early—don't want to miss the train!!!—and met up with a crew. Only problem was wrong crew, unless I wanted to go to Dallas on a "pig train". Next crew came in, this one for a train to Meridian, Miss., oh where or where is "my" crew??? Finally about 1:15 am, the MOP (Manager Operating Practices) came in, to check any orders, etc…I introduced myself, asking if he was taking the Holiday Express south, he was, but his crew wasn't called till 1:30 am, so they were on their way, and we would be leaving shortly to meet the "Santa Train". Our crew showed up, we loaded our bags into the van and told the driver we were to "… meet the train down on Louisiana Ave., so let's go…" small problem, the driver did not know just where it was, nor did the crew, so I was the one to give directions on how to get there. Finally we "found" the train, sitting right in the middle of the street—it is one of the few places where the KCS still runs down the middle of the street—with a security guard keeping an eye on things. So now we could board and be on our way—at 3:00 am.

Continued on page 20

Another problem, I was locked out…they travel at night with the end cars (those having a platform) doors locked. "…no problem, I'll just call Charlie, he can let us in…" The MOP to the rescue. Sure enough, Charlie opened the door, let us in, and said…"no idea where you sleep". I had been told that ahead of time, thank you Lord!!!! I was in compartment "B" in the "Pullman- Baton Rouge". In a way I was a bit disappointed, seeing as last year I was in the New Orleans, but at 3:00 am any bed was fine!!! Well, it turned out, that the Baton Rouge compartments actually had more room than the "B" & "C" bedrooms in the New Orleans—you had an upper bunk—a great big shelve to stash stuff, and sure you would have to share a shower with 10 other folks, but I felt the trade off was worth it!!!

By now it is almost 3:00 am, and I am beat!! Found my bedroom, figured out where the light switches were, put some things away, and started to bounce off walls—the train was moving, we were heading south, finally!!! Of course I could not immediately fall to sleep, so I turned off all the lights and opened the shade—another rule—never, but never open the shades at night with any interior lights on…you could be making the train a "Target" for some crazy!!! It was interesting to see from the rails what I usually see from the roads I travel on a daily basis. Eventually I did manage to pass out, cause the next thing I remember was the yards at Leesville, at 6:45 am! A few hours of sleep, I guess. Everyone was starting to stir about 7:30 am, found out breakfast was now at 8:00 am—all meals were moved up an hour this year, so we could get more done—stuff bags, clean out the cars, repair the parts of the train layouts that had quit working, etc…

After I signed my release, everyone welcomed me aboard…it had only been 3 days since I had last seen them!!! Then found out we were a bit short-handed—there were only 5 volunteers this year on this leg. So the Elves were going to be a bit "overworked". Actually, there were a total of 14 people



on board, including the porters (3), security guard, electrician, diesel/electrical shop expert, general mechanical person, two chefs and the head Elf. Small crew this year, but we were promised some "local" talent at every stop—but no help stuffing bags!! As usual, after breakfast it was off to stuff bags. I found out that at every stop this year the crowds were "up". —LaPlace-2476; Baton Rouge-788; Pineville-1610 (in the rain)-this was the first year that the Holiday Express had visited these three locations. We figured we would need at least 1500+ bags for Leesville tonight! Besides the bags would not go stale if we did too many. Stuff away for an hour or two, then on to do some repairs to the two layouts—nothing major, just some fine tuning, cleaning track, fixing a coupler and changing out a truck. By then it as time to head on back to get cleaned up for lunch-1:00 pm. It is usually at lunch that we get our instructions for that evenings show—nothing major, just stressing - SAFETY – both for yourself and the "customer"—you can never be too careful around a "real" railroad!!! We were also reminded that no one was allowed to get off the train till we were "Blue Flagged"- Charlie would inform us when this happened. Also found out that they were going to "block the main" for tonight's event—for 4-5 hours!! Wild!! After lunch the time is usually yours to do what you might—take pictures, wander around town-after looking both ways prior to crossing the yard tracks, take a nap, or take a shower—but remember—"2 minute shower—1 minute to wet down, water off, soap up, 1 minute to rinse off, and don't forget to wipe down the stall walls.."

Leesville did turn out for us. The people started to line up about 4:30 pm to see Santa, the weather was a bit cool-40s-but no one seemed to mind. Then at five the Man in Red arrived and off we go!!! "Do you have your list ready? Santa is going to ask you!" "Have you been good this year?" As the evening wore on, these phrases became second nature, along with "watch your step" and "please use the handrails". This evenings crowd seemed to have a majority of little girls, I thought it was just me, but one of the local Doctors came by and told us that there had been more girls born 2 years ago then boys—I guess Santa would be hauling more dolls to Leesville than trucks. The evening wore on and the line didn't seem to get any shorter till about 9:30 pm, then it just sort of ended, the lights were turned off, and the weary elves trudged back to our "home", we knew a hot meal and a soft bed were waiting. This evening's count was 2007. Not too bad at all. After a good meal it was off to bed.

In contrast to last year when we did our traveling during the day, and spent the nights in various yards, this year we would travel at night, so we would be wherever we needed to be the next day.

Woke up the next morning in the yards in the wonderful town of DeQuincy, LA., temperature was about 38, but the sun was out and they had coffee made. Great way to start a day!! After breakfast it was off to stuff bags and clean up after last night's crowd. Get out the brooms and the glue, clean the track, check the lights—we have over 25,000 of them little suckers, and you know some are going to go—and stuff some bags. We should have a good crowd tonight.

Continued next issue

IF YOU WERE A

Cowcatcher Round Up

SUBSCRIBER,
YOU MIGHT KNOW
A LITTLE MORE ABOUT:

- UP's licensing policy — *April 2004*
- Expanding the Tarantula's Web — *June 2004*
- The Gulf & Denver Railroad Authority — *July 2004*
- DART's cease and desist to Athearn of its TRE models — *January/ February 2005*
- Bobbye Hall's reflections on a prominent career in the model railroad retail and import industry — *January/February 2005*

PLUS MORE COVERAGE OF THE LSR AND MODEL RAILROADING IN NORTH TEXAS!

ALL FOR $9.95 PER YEAR!

Cowcatcher Round Up
TRE models sitting idle at DART

Subscribe Now And Start Your Subscription With The Jan/Feb Issue! LIMITED AVAILABILITY HURRY!

Back Issues Available For $1.75 Each (Includes Shipping And Handling)

Subscribe and receive six (6) bi-monthly issues for just $9.95! Just fill out the information below, clip and mail check or money order to:

Ballpark Impressions
509 Elaine St.
Keller, TX 76248
cowcatcher@charter.net

Name _____

Address _____

City _____ State _____

Zip _____ ML2-2005/Jan-Feb

Education News

By John Hawkins, LSR Education Chairman

Have you taken the time to look at the *Scratchbuild Showcase/ Kitbash Korner* pages of the NMRA web site (http://www.nmra.org/ scratchbuild.html)? "This web page," says Roger Hensley, who writes and maintains the page, "is not a 'How To' series, but a display of a completed scratch built or kit bashed projects showing what can be done with some materials and time."

Roger goes on to say, "Many people immediately think of the exquisitely detailed structure, car or locomotive when they hear the term scratch building. However, scratch building can take many forms. How about that spot on the layout that just calls for a special structure. When a kit isn't an option, you scratch build or kit bash to fill the spot or put together that car or loco."

I definitely agree with Roger's statement. There are several spots on my layout where no out of the box kit will ever work. For instance, the entrance to one of my helixes is at the end of a large industrialized area of a big city (like Kansas City or Chicago of the 1950s). To hide the ugly hole in the backdrop where the track enters the helix, I plan to design and scratch build a large industrial structure that will allow the trains to pass through or under it into the helix while physically hiding that ugly hole in the backdrop. Then there is the town itself — there are simply not enough commercial kits on the market to satisfy the number of unique buildings I need. In this case, I have no choice but to scratch build or heavily kit bash. Another reason that I like to scratch build and kit bash is that I end up with structures that are completely unique to my layout. Unique structures (and any other unique features) set a layout apart from others and makes the layout itself unique.

One of the problems I often face with scratch building is trying to decide what the project will be. In other words, what am I going to build and what is going to look like when its finished? For the purists among us, the answer is to go find a building in real life and copy it. That's what we call prototype modeling and it's a real part of our hobby. I don't often do that because I tend toward freelancing. What I sometimes do is look at a picture of a structure (sometimes it's a George Selios kit which is not available in my scale), a unique model on some other layout, or I just let my imagination run wild. If I copy a commercial kit or something from someone else's layout, I always change it up a bit and I always name it something other than what the original manufacturer or modeler called it. Also, if I publish anything about the model, I always give credit to the kit manufacturer or the original model builder. Its quite alright to take credit for all the work you put into designing the details and the actual construction but if the concept is someone else's then they deserve the credit for their contribution.

But, no matter what your project is, there has to have been a starting point or an original concept and the *Scratchbuild Showcase/ Kitbash Korner* pages of the NMRA web site is worth a look for ideas.

Finally, Roger Hensley says, "The most popular page so far has been the Eagle Fish Camp. Perhaps that's because it was destined to fill a needed spot on a layout, not a show item. Whether you are a scratch builder/kit basher or not, take a look at these pages and see what some of our modelers are doing.

Achievement Program
Part Two

by Charlie Flichman

Are you working on your Gold Spike Award yet? Oh, you have already applied for it - GREAT! Did that motivate you to continue with the formal Achievement Program (AP)? It's just a continuation of what you have already done.

The AP consists of 4 areas with 11 sub categories:

A.) Model Railroad Equipment.
- 1.) Master Builder - Motive Power.
- 2.) Master Builder - Cars.

B.) Model Railroad Settings.
- 3.) Master Builder - Structures.
- 4.) Master Builder - Scenery.
- 5.) Master Builder - Prototype Models.

C.) Model Railroad Engineering & Operation.
- 6.) Model Railroad Engineer - Civil.
- 7.) Model Railroad Engineer - Electrical.
- 8.) Chief Dispatcher.

D.) Model Railroad Service.
- 9.) Association Volunteer.
- 10.) Association Official.
- 11.) Model Railroad Author.

A modeler may work toward a certificate in any one of the 11 categories listed above. You may obtain 1 certificate or all 11 certificates or any number in between. Not everyone has to be a Master Model Railroader (MMR). But, once you get started, I am sure you will want to go as far as you are capable. In mentioning MMR, you need at least 7 certificates, with at least 1 from each of the 4 areas.

I will attempt to briefly cover the requirements of each of the categories under the 4 areas as listed and add some notes to help in the categories that I have familiarity. To get all of the details go to www.nmra.org/achievement/.

We start with Master Builder - Motive Power. The requirements are as follows:

A.) Build 3 scale models of railroad motive power, 1 of which must be scratch built.

B.) Earn a Merit Award for each of the 3 models.

C.) Submit a Statement of Qualification (SOQ).

(More on the SOQ in a later article, let's get the models built first).

I hear the comments already. In today's world, scratch building ANY kind of model is something very few people do. But, some of you have already done the next closest modeling to scratch building - putting together a craftsman's kit. There all of the parts were provided for you in one box. What happens if you provide the strip wood, make the plaster walls, etc; it would be scratch building. I, working in a minority scale, enjoy building models from scratch. Therefore, my layout has cars and structures that aren't on everyone else's layout. Try it, you might even enjoy it.

Note that only one model has to be scratch built. It could be a super detailed track speeder that operates and will earn a Merit Award. The other two models could be super detailed commercial models that will also earn Merit Awards. The 3 models don't have to be from the same scale. Two could be HO and the third G scale.

What is a Merit Award? Most of you probably already know, but we will review it again. To earn a Merit Award means that your judged model has earned at least 87.5 points out of the total of 125 points. The judging can be in a MER regional or divisional contest or by an AP person coming to you location to do the judging.

OK, you have to start some where. Maybe Motive Power isn't your starting point. By the time we get through all of these articles, I hope you will find your starting point. Everyone has a favorite area of modeling, be it cars, structures, scenery or whatever. Stick with us and these articles and let's see if we can't find your starting point in the AP.

Education News

By John Hawkins, LSR Education Chairman

According to data provided by G. Patrick Harriman, MMR and the NMRA AP Department General Manager to Jan Wescott, the NMRA Education Director, The LSR Achievement Award statistics for May-November 2004 are as follows:

	Golden SpikeAwards	Certificates ofAchievements	Master ModelRailroaders
May	0	4	0
June	0	2	0
July	0	4	0
Aug.	0	0	0
Sept.	0	2	0
Oct.	0	1	0
Nov.	0	3	1
Total	**0**	**16**	**1**

I'll have more on these figures in the next issue.

Pike Ads

HAMLIN, OUTER BELT & ORIENT RAILROAD

AUSTIN, TEMPLE & SALADO FALLS R.R.
HAMLIN & RIO GRANDE NORTHERN R.R.

FRED M. SPRINGER • (254) 947-5715
P.O. Box 1163 • SALADO, TX 76571

MILWAUKEE SOUTHWESTERN

"THE LINDAS"
WACO, TEXAS

South Texas Terminal Ry.
THE HARRISBURG LINE
Dave Milton — Houston

T&NO All Ways On-
'THE BORDERLINE'
Ed Quin

DAWCHA SOUTHERN RAILWAY CO.
IRON HORSE ROUTE
CHARLIE SPANGLER, PRES. 830-885-4515
2351 Rolling Creek
Spring Branch, Tx 78070-5656

THE SOUTH SIDE AND RIO MESA
Dallas, Texas

SOUTH SIDE RAILROAD MODELERS

An HO club layout being built to operate! Featuring DCC, signaling, train detection, computerized dispatching and car forwarding.

We currently have openings for all interests and skill levels. Join us Tuesdays at 7:30 in the historic Sears Catalog Warehouse - now the South Side on Lamar Building just south of the convention center in downtown Dallas.

www.railroadmodelers.com

CASEY LINES
Route of the Streamlined
"ANGELINA"
Ken & Angie Caulking
1934 Brimberry Street
Houston, Texas 77018
(713) 682-5240
"LSR Operators Welcome"

Santa Fe
Texas Gulf Div
Bayou Sub
Rick White - Seabrook, Texas

Tall Pine Lumber Co. RR
West Coast Logging in On3
Chuck & Laurie Lind
College Station, Texas

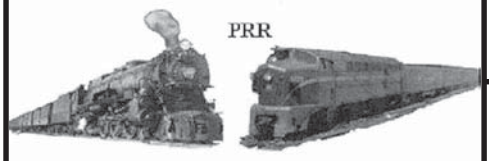
Delta & Canyon Southern RailRoad
A Union Pacific Subsidiary
Established June 3rd, 1955
Dick Schneider
CEO & General Manager
418 Crossbow Dr.
New Iberia, LA 70563
TRAINS42@aol.com (337) 364-6931

Gulf & Denver Railroad Authority

Home of the:
Gulf & Denver Railroad
St. Charles & Western Railroad
Port Allen Terminal Railroad
Lone Pine & Eagle Pass Rwy.

LOCKHEED MARTIN RECREATION ASSOC.
RAILROAD ACTIVITY
FORT WORTH, TEXAS
Railroad Activity http://www.lmra.org/activity.html

THE ALLEGHENY RAILROAD
HORSESHOE CURVE
ALTOONA



Jerry Schoenberg
Carrollton, Texas (972) 242-9053
arrjerry@aol.com

Ruptured Duck & Dafler R.R.
1½" Scale 7½" Gauge
James C. Dafler 560B S. Renfro Dr.
Devine, TX 78016 830-663-5786
E-mail **RD**and**DRR**@devtex.net

WEST VIRGINIA WESTERN
"THE SHINE LINE"
HOUSTON, TEXAS HO & 11/2" SCALE

Why?
Is your add not here

SC&W
Gilbert Freitag Houston, Texas

SAMRA

The San Antonio Model Railroad Association
The Bob Clarke Heritage Rail Museum

4000 Sq. Ft. Layout and Museum
7702 Narrow Pass, Live Oak, Texas 78233

Meetings are 2nd Friday of every month.
Annual Jamboree last weekend in January.
Family Train Show first weekend in August.

Contact: John Barteau (830) 249-2936

www.trainweb.org/samra

Gulf Coast Chapter,
National Railway Historical Society, Inc.
For membership information write:
P.O. Box 457
Houston, Texas 77001
Or Call (713) 631-6612

NEVADUN RAILROAD
Jim Packer
Colleyville, Texas 76034
817-514-7291
E-mail - jim.packer@sbcglobal.net
Website - WWW.NEVADUNRAILROAD.COM

KINGS CREEK & GULF — CAPE ABLE & PORT ENTOUS
With Trackage Rights On The DALLAS
TOM LEMING — JACK LEMING

MID SOUTH RAILROAD CLUB
BATON ROUGE, LA
MEETINGS: EVERY TUESDAY @ 7:00PM
HO WALK AROUND WITH NCE-DCC
JWG3RD@AOL.COM

Dealer

G & G MODEL SHOP, INC.
2522 Times Boulevard • Houston, Texas 77005
(713) 529-7752

PAPA BEN'S TRAIN PLACE
Ben Pearlman
2506 South Boulevard • Houston, Texas 77898
Fax: 713-523-6606
713-523-5600
papabens@pearlman.com

"MODEL TRAINS AT DISCOUNT PRICES"
LESTER'S BOXCAR WORKS
http://www.lesterboxcarworks.com
lstrep@txcyber.com LBW 1-979-690-0339
4902 BAY OAKS CT
COLLEGE STATION, TX 77845
CARL & PAT LESTER, OWNERS

THE TRAINCELLAR
SPECIALIZING IN HO, N & Z SCALE MODEL TRAINS
Larry & Annie Nalewak
9 N. White Heron Drive
LaMarque, TX 77568-6545
Phone/Fax (409) 935-8029 • e-mail: TRAINCELLR@aol.com

HHbc Enterprises
RAILROAD MEMENTOS & CRAFTS, Etc.
Henry & Diane Tolley
Phone: (713) 680-3514 • Fax: (713) 680-9112
P.O. Box 924963 • Houston, Texas 77292-4963
e-mail: hht1@hotmail.com

Advertise You Business Here!

For Information on Dealer and Pike Ads
contact
Elbert Smith
518 Granada Drive Garland, TX 75043 972-681-0017

Visit our web site: ajmodeltrains.com
A modular layout that goes where you go!
AJ MODEL TRAINS
10910 Old Katy Road
Houston, TX 77043

Table Top Modules

Pike Ads

PURGATORY & DEVIL RIVER RAILROAD
SERVICE TO THE HIGH COUNTRY
MOUNTAIN RAILROADING IN HON3
http://www.purgatoryanddevilriver.com
Paul Richardson - Purgatory Division
Duane Richardson - El Lobo Division

Pennsylvania Railroad
Laurel Valley Subdivision
Pittsburgh Division Circa 1957
Brady & Jane McGuire Sherman, Texas
903-868-2726
Southwestern Pennsylvania in Texas O Scale

ADVERTISE YOUR PIKE

GRIZZLY RIDGE R.R.
1881 Grrr 1889
The Bear-ly Make It Route
A 6' Division of the
Ark-La-Tex Modular Club
Tom White Haughton, La.

YOU
COULD BE HERE

Support the LSR

Support the LSR Advertise Your Pike

The TEXAS CENTRAL
The eyes of Texas Are Upon You!
Lone Star Route
Bob Batson
1914-56th Street
Lubbock, TX 79412

MAPLE VALLEY RR
Chuck & Karen Wilson
Georgrtown, TX
512-931-2715
mvrr229@cox-internet.com
MAPLE VALLEY RAILROAD

FARMERS GRAIN & TERMINAL
SHORTLINE RAILWAY
TIMETABLE No. 12
CHURCH LANE — COMMERCIAL ST.
W. J. Zahn PRES. - GEN. MGR.
A. C. Zahn TREAS. - DINING SUPT.
Tara Dawn Walker FRT. & PASS. AGENT
Traffic Dept: 270-0702